AMERICAN RAILROAD JOURNA

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. XXVI., No. 34.]

SATURDAY, AUGUST 20, 1870.

[WHOLE No. 1,792, Vol. XLIII.

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Railroads of Arkansas 929
Western Maryland Railroad 929
Baltimore and Potomac Railroad930
Central Railroad of New Jersey930
Debt of Pennsylvania
Railroads of the State of New York 932
Railroad Earnings938
Federal and State Securities
Dividend and Interest Tables984, 937
Railroad Share List
Stock Exchange and Money Market 949
Journal of Railroad Law
Detroloum as Prol

American Railroad Journal.

New York Saturday, August 20, 1870.

Railroads of Arkansas.

The Railroads of this State are progressing actively, and the demand for labor of all kinds is bringing in an immense immigration. The two most prominent projects are the Little Rock and Fort Smith Railroad and the Cairo and Fulton Railroad.

Both these lines are being constructed under charge of A. P. Robinson, Chief Engineer.

The distance from Little Rock to Fort Smith by River is 266 miles, by the route of the Railway 160. Ouer one-half the Road is graded, bridged and provided with Ties, and about 26 miles of track laid. The track is progressing at the rate of 1 mile per day, and it is intended to run regular trains from Little Rock to Lewisburg (50 miles,) by the 1st October, and the vicinity of Spadra, (about 100 miles,) by the first day Janu. ary. Work was commenced on this road the 1st September last, and the very rapid progress thus far made renders it certain that the whole Road will be completed to Fort Smith early in the Fall of 1871. This Road will open one of the finest cotton regions of the South, heretofore dependent entirely upon the uncertain navigation of the

work of grading has been commenced, and 20 miles are nearly ready for the Ruils from Little Rock Northward. This division is to be completed and in operation on the 1st day of Decem-

Surveys have been completed to the Missouri line, and are now being made from Little Rock South.

It is intended to commence the work on this portion immediately.

This Road, when completed with its extension across Texas and its connections Northward to St. Louis and Chicago, will form one of the most important Trunk lines in the country.

Western Maryland Railroad.

A circular has recently been issued by the Pre-sident and Directors of the Western Maryland Railroad Company to its bondholders, asking their indulgence in the postponement of the payment of its coupons now matured, or which shall mature up to January first, 1873. In the meantime a proposition is made to give each bondholder a certificate agreeing to pay eight per cent. interest on the coupon, or interest of the bond in which the coupons shall be identified, and placed by holders thereof with the Citizens' National Bank, together with a copy of his or their certificates as the evidence of terms on which the deposit is made.

The object of the company in making this pro-position is to gain time so that they can apply the entire appropriation recently made by Baltimore, of \$1,400,000, to the immediate completion of the road from Baltimore to Williamsport, and its thorough equipment, enabling it the sooner to earn means whereby to meet all its obligations.

The actual effect of this arrangement is a proposition from the company to the bondholders whereby they may fund the matured coupons and those which will mature up to January 1st, 1873, inclusive, in a certificate, bearing interest at eight per cent. per annum, payable semi-annually. It eems to us such a certificate must, undoubtedly, be good security, especially when the fourteen hundred thousand dollars shall have been expended in the meantime upon the road, adding so much more to its substantial value.

We are gratified to learn that bondholders are generally assenting to the arrangement above noticed, and that the company are anxious it should be entirely effected by the 20th instant, so that contractors may commence work at that line. If there should be any inclined to pursue Since the recent legislation of Congress extending the Grant to the Cairo and Fulton Road, the we learn, agreeing thereto, their efforts can only eventuate disadvantageously to themselves. We

feel confident it would prove beneficial to the road and all interested to promptly acquiesce in this proposition.—Balt. Am.

List of U. S. Patents

Issued for improvements relating to Railway construction, rolling stock, &c., for the week ending Aug. 16, 1870, and each bearing that date.

Reported weekly for the RAILROAD JOURNAL, from the office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

106,367-Railway Car Coupling, John H. Johnson, Dresden, Mo.

106,378-Railway Carriage, Aaron R. Locke, Boston, Mass.

106,399-Car Coupling, William R. Patton, Des Moines, Iowa—assignor for 1/2 his right to Denison Tisdale.

106.412-Railway Car Brake, Elijah W. Sandford, Brooklyn, N. Y.

106,423-Railway Switch, Joseph H. Stockton, Thompson, Georgia.

106,434-Railway Switch Track, Horace S. Weaver, Freeport, Pa.

106,471-Car Coupling, Jonathan L. Devoe and Atwell L. Pedro, Parkersburg, West Va. (antedated Aug. 4, 1870.)

106,480-Railway Switch, James T. Guthrie and Louis Pausch, Leesburg, Ohio.

Re issue No. 4,102-Chills for Casting Car Wheels, William Wilmington, Toledo, Ohio. Patent No. 85,046,--dated December 15, 1868.

Exports of Rails and Pig Iron fron Great Britain

We have received from Messrs. S. W. HOPKINS & Co., of London and New York, a circular giving a comparative statement of the shipments of iron rails and pig iron from Great Britain for the first six months of the years 1870, 1869 and 1868. From this we learn that the exports of iron rails from Great Britain for the six months ending June 30th, 1870, amounted to 562,709 tons against 415,784 during the corresponding period in 1869, and 296,542 tons in 1868. Of the 562,709 tons exported in 1870, there were 197,045 tons sent to the United States against 168,848 tons during the corresponding period in 1869, and 148,644 durin 1868. Russia took 114.454 tons during the first six months of 1870 against 86,786 in 1869, and 20,214 in 1868. The British East Indies took 102,564 tons in 1870 against 37,199 in 1869, and 49,494 in 1868. During the first six months of 1870 there was exported 54,104 tons of pig iron from Great Britain to the United States against 65,012 in 1869, and 31,339 in 1868.

Baltimore and Potomac Railroad.

It is satisfactory to note from time to time the progress of the work on the Baltimore and Potomac Railroad, showing that Gov. Bowie and the managers of the road mean to carry out their promise that the iron horse shall be running over

it by the first of April pext.

The grading has now been finished on the main line of the road from the Patapsco to below Marlboro', with the exception of one section, which will be completed next week. Ties are being delivered along the line, and it is probable that a considerable portion of the rail will be laid this fall, and if the work within this District and Baltimore county is pushed with the same activity, there is no good reason why the cars should not be running even earlier than April.

This road will strike the Patapsco about seven miles below Elkridge Landing, and take nearly a straight course to the Little Patuxent, at about the mouth of Rogue Harbor Branch, crossing the Annapolis and Elkridge Railroad near Watt's. The crossing of the Big Patuxent will be made about a quarter of a mile below Lemon's Bridge from whence the track will take almost a straight line to Huntingdon, the point of junction with the Washington Branch. The main line thence follows down Collington Branch, crossing the West Branch of the Patuxent near its mouth, and so on to the Marlboro' Depot, on the lands of Clement Hill.

About seven miles below Marlboro' the road strikes the table land, over which there is comparatively little work to be done, the natural grade being very nearly the grade of the road. The road thence passes about midway between Brandywine and T. B., and enters Charles county. In this county two routes have been surveyed, one having its terminus opposite Aquia Creek, and the other about the mouth of Pope's Creek. One of these routes will be settled upon next week, as the contractors, who have finished their work above, are desirous of putting in for this job

The grading upon the Baltimore and Potomac road is not heavy, but a considerable number of culverts will be required, and several bridges, the most important of which will be those over the Great and Little Patuxent, 200 feet and 150 in length .- Washington Star.

Central Ratiroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1869. For convenience of comparison, many of the statements are made to cover the year 1868 as well as the past year.

SERVICE OF THE ROAD AND PERRY.

Miles run by passenger trains 827,582 "merchandise" 586,858 "coal trains 702,592	1868. 697,693 548,925 685,984
Total by transptat'n trains. 2,117,032 Miles ran by wood, gravel and construction trains. 98,066	78,356

Total miles run by trains: ... 2,215,098 2,010,958

During the year the ferry boats have made 86,069 trips between New York and Jersey City, against 28,678 trips last year. The ferry is now run by the Central, Communipaw, Elizabeth and Plainfield. The ferry to Elizabeth has also been regularly kept up,

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1869 with the year 1868 gives the following

THE REPORT OF THE PROPERTY.	1869.	1868.
Number of passengers	2,296,864	1,441,992
Miles traveled by pass	32,177,945	80,475,705
Equal to through pass	429,039	406,347
	25 6 146 1	A CHARLES W.

A comparison of the merchandise business of the two years, gives the following results:

1869 Number of tons carried ... 659,171 705,611 Tons carried one mile. . . . 43,257,860 89.412,970 Equal to through tonnage. 577,239 525,800

A comparison of the coal business of the two years gives the following results, the through tonnage being calculated from Easton to Port Johnston:

1869. 1868 Number of tons carried... 1,506,052 1,618,845 Tons carried one mile....86,509,284 90,327,012 Equal to through tonnage. 1,272,195 1.328.338

There was an decrease in Lehigh coal of 32, 172 tons and in Lackawana coal of 30,621 tons.

EQUIPMENT.

The Company now own 117 locomotives, of which 12 burn wood or soft coal, and 105 anthracite coal. The condition of engines is reported as follows: 66 in first-class condition, 15 in good running order, 10 require general repairs, and 4 require slight repairs. 20 are now in the shops under repairs, and 2 are condemned as unfit for service. 8 new passenger, 20 new freight and 8 new shifting engines have been added to the equpment during the year. 1 old engine has been condemned and cut up, and 1 light small engine sold. Of the above 117 engines, 4 passenger engines were transferred to the Newark and New York Railroad.

The car equipment is reported as follows: 82 first-class and 18 second-class passenger, 10 firstclass combination smoking cars, 13 baggage and mail, 3 express, 125 eight-wheel and 32 fourwheel box freight, 20 eight-wheel stock, 153 eight wheel platform, 149 six-wheel iron or lime, 19 eight wheel gondols, 669 eight-wheel and 903 four-wheel coal, 122 four-wheel gravel, 2 eight-wheel and 37 four-wheel caboose, and 5 eight-wheel derrick and tool cars.

Twenty new first class passenger cars were purchased during the year, 2 new first class combination smoking and baggage cars were built in the company's shops, and 2 second class passenger cars converted to combination cars. 408 new four wheel coal cars were purchased and 12 fourwheel coal cars have been built at the company's shops and placed on the road during the year. 137 eight-wheel coal, 7 four-wheel box freight cars, and 1 baggage car were condemned and broken up within the year. Of the above first class passenger cars, 16 were transferred to Newark and N. Y. R. R., also the two new first class combination cars built in the company's shops and the 2 second class passenger cars converted

The coal tonnage over the road since the transportation of coal was commenced, has been as follows:

to combination cars.

Lackawanna. Lehigh. Total. Tons. Tons. Tons 98,670 33,325 1857 209,950 84,841 294,791 1858 417,726 122,923 540,649 1859 455,681 183,277 638.958 1860 590,863 263,906 854.769 1861 568,869 254,345 823,214 1862 502,375 314.195 816,570 1863 613,954 435,927 1.049.881 1864 675,748 474,221 1.149.964 1865 494,687 509.819 1.004.506 1866 778,178 511,076 1867 855,620 1.869.045 1868 858,188 765,657 1.618.845 1869 822,567 788,485 1,556,052 Total...7,938,066 5,200,422

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1869 compared with 1868.

Receipts:	1869.		1868.	1
Passengers			\$869,313	89
Merchandise			1.115,799	64
Coal			1,598,025	19
Mail			15,772	
Express	50,279	60	50,432	31
Rents	41,377	91	49,517	37
Miscellaneous	26,343	52	30,552	26

Total receipts .. \$4,010,121 73 \$3,729,412 56 Running expenses.....\$742,458 61 \$598,261 66 Wood consumed..... 75,848 64 Coal consumed..... 289,240 79 97,268 58 284,619 65 Repairs of road 453,900 45 422,455 27 Repairs of engines.... 260,706 21 281.846 74 Repairs passenger cars. 63,452 53 58,092 86 Repairs freight cars... 40,692 01 42,599 35 Repairs of coal cars... 76.191 05 70,442 49 Repairs docks, Elizabethport 22,046 11 11,108 38 Repairs b'ld'gs, bridges, etc 146,693 58 86,548 67 Repairs, tools and machinery 22,023 73 25,408 23 Expense account..... 99,480 88 115.558 46 Miscellaneous expenses 70.382 95 80.324 77 Ferry running exp 115,905 47 107,448 12 Ferry boat repairs 32,207 11 53,942 15 Ferry miscel. expenses. 483 00 3,131 23 Car service 130,500 25 90.136 59

Total expenses. \$2,642,163 37 \$2,379,192 70

Balance net earnings.\$1,367,958 36 \$1,350,219 86 The following table shows the receipts, exthe annual reports to the Legislature, to the pres-

	Receipts.	Expenses.	Net Earnings.
1853.	\$349,018	\$197,629	\$151,389 or 43 p.c.
1854.		197,349	180,796 or 48 "
1855.	393,729	208,856	184,878 or 47 "
1856.	553,479	258,308	295,171 or 53 "
1857.	682,314	340,502	841,812 or 51 "
1858.	836,934	845,614	491,320 or 58 "
1859.	971,702	385,716	585,986 or 61 "
1860.	1,185,848	475,457	710,391 or 60 "
1861.	1,201,895	522,452	679,448 or 57 "
1862.	1,397,586	628,245	774,341 or 56 "
1863.	1,941,976	814,732	1,127,244 or 58 "
1864.	2,537,185	1,281,554	1,305,681 or 51 "
1865.	3,036,390	1,748,484	1,287,956 or 43 "
1866.	3,581,244	1,963,976	1,617,268 or 45 "
1867.	3,350,398	1,878,022	1,472,376 or 44 "
1868.	2,729,412	2.379,192	1,350,220 or 36 "
	4,010,121	2,642,163	1,367,958 or 34 "

Tot\$30,187,376 \$16,218,201 \$1 1,924,175 or 46 p.c.

An increase in receipts is here shown of \$280,-709 17, or 71 per cent. The increase in passenger receipts was \$88,444 52, or 10 per cent.; in mer-chandise receipts, \$64,799 09, or 6 per cent.; in coal receipts, \$189,966 47, or 8 per cent.

The expenses show an increase of \$262,970 67, or 114 per cent. There has been an increase in running expenses of \$144,196 95; in repairs of running expenses of \$13,445 18; in other repairs of \$67,698 14; in fuel consumed of \$33,201 20; and in car service of \$40,363 66. There has been a decrease in repairs of equipment of \$11,939 14; in ferry expenses of \$15,925 92; and in general expenses of \$26,069 40.

The gross receipts per mile run have been as follows: From passenger trains, \$1 16 against \$1 26 in 1868; from merchaodise trains, \$1 90 against \$2 03; from coal trains, \$2 27 against \$2 33. The average receipts per mile run from all trains have been \$1 81 against \$1 85 the previous year.

The gross expenses per mile run have been 18,138,488 \$1 19 against \$1 18 the previous year.

AME	RICAN AILROAD JOURN
FINANCIAL CONDITION.	masonry for the third and fourth tracks, 5,000
The following is a statement of the financial	feet in length, between Cranford and Westfield;
The following is a statement of the financial	laying 9,000 feet of third track between Bay
operations during the year:	Bridge and Spring Street, in Elizabeth; a new
Credits-	coal wharf at Port Johnston, including the canals,
Balance cash Dec. 31,1868 \$372,037 47	tracks, etc.; curbing and laying side-walks at
Gross earnings, as per statement 4.010.121 78	Phillipsburg and the passenger houses at Nes-
Mortgage bonds of 1890 900,000 00	hanic and Three Bridges on the South Branch
Land, materials, etc., decrease 126,606 09	Railroad.
Dana, massing, etc., decrease 120,000 00	
Total \$5,411,765 29	"92,000 cross-ties were used in repairs and 37,-
	000 in construction of track; 3,447.66 tons of
Debits—	fron rails were used in repairs and 1,112.84 tons
Ordinary expenses, as per statement,\$2,642,163 37	in construction of track during the year.
Grading 52,087 52	"Twenty-one miles of additional track were
Masonry 11,096 74	laid during the year, 12.80 miles of which were
Railway superstructure 184,079 33	laid with new rails, and 8.70 miles with old ones.
Bridge superstructure 9,903 22	"About 92 miles of single track are now laid
Land damage	with the 'Fish Joint.' The south, or heavy track,
Ferry boats	is very nearly all laid with it. These joints are
	giving very general satisfaction. There can be no
	further doubt of the economy of using them.
Port Johnston coal wharves 99,076 27	"The aggregate number of miles of single
Engines 372,061 23	track now laid upon the whole road (estimating
Passenger cars	one mile of three rail track as one and a half
Coal cars 120,810 75	miles), including sidings, shop tracks, cross-over
Newark and New York R. R. Co 915,205 48	tracks, etc., is 279.175 of which 49.162 miles are
Interest account for year, balance 508,481 74	laid on the extension between the east end of
State taxes for year	
United States taxes	Bay Bridge and Jersey City terminus."
Accounts payable, decrease 227,080 69	BALANCE SHEET, JANUARY 1, 1870.
Balance cash, Dec. 31, 1869 47,778 19	Railroad
	Jersey City station 960,000 00
Total \$5,411,765 29	Port Johnston coal station 694,076 01
The profit and loss account has been credited.	Elizabethport station 802,086 52
	Station houses, shops and water sta-
Gross earnings	tions
Workshop earnings 66,559 22	Ferry interest and boats 638,250 00
\$ 48 B L L L L L L L L L L L L L L L L L L	1 000 000 00
\$4,076,680 95	
It has been debited as follows:	00 1
Ordinary expenses\$2,642,163 37	
Interest account 508,481 74	Coal cars 565,000 00
Taxes to State 43,551 20	Land, docks, machinery, miscellane-
United States taxes 23,954 03	ous property, etc 3,257,601 05
3,218,150 34	American Dock and Improvement
0,210,100 04	Co. stock
Delege Apro Foo es	Newark and New York R. R. Co 1,655,205 48
Balance \$858,530 61	Chairs, spikes, iron rails and ties on
which has been appropriated to the reduction of	hand 37,008 59
the equipment accounts.	Materials and fuel on hand 157,806 77
The cost of the railroad, double tracked, with	Cash and accounts receivable 462,848 50
its coal wharves, station houses, shops, and other	
appendages, stands at \$10,487,709 66, and that of	\$20,006,120 30
the equipment at \$2,175,000 00.	Capital stock \$15,000,000 00
	TO THE STORY STORY SERVICE STORY (SERVICE)

CONSTRUCTION Extract from Report of Chief Engineer.

"The following named works and buildings

were completed during the present year:

"The new engine house, freight house and telegraph office at Phillipsburg station; a telegraph office at the Junction shops; passenger houses at Bloomsbury station and Glen Gardner; extension of the engine house at Somerville; passenger house at Westfield; the water tanks and tankhouses at Cranford; freight house at Roselle; addition to the engine house at Elizabeth and a temporary passenger house at Spring street; passenger house at Centreville station; engine house, turn-table and carpenter shop in Jersey City sta-tion, and the car shed for the accommodation of the Newark and New York Railroad passengers at the same place; 9 hand car houses and 17 flagmen or switchmen's houses; street bridge under the railroad at Westfield; 3,000 feet of additional sidings at Phillipsburg; graduation and masonry for, and laying 2,700 feet of side track at the Junction; laying 2,700 feet of third track for the accommodation of Scranton coal trains between Spruce Run and Glen Gardner; 500 feet of track at Banghart's wood yard, east of Glen Gardner; laying 4,100 feet of fourth track be-tween Clinton and High Bridge; graduation and masonry for the third and fourth tracks, and laying 5,400 feet of fourth track between North thirty miles, and to be constructed from the Hud-Branch and White House; graduation for the third and fourth tracks, and laying 5,600 feet of third track between Dunellen and Green Brook water stations; completion of the new line, 8,300 feet in length, through Plainfield; graduation and Capital stock, \$1,000,000:

bay bridge and series only termina		
BALANCE SHEET, JANUARY 1,	1870.	
Railroad	7,659,576	09
Jersey City station	960,000	
Port Johnston coal station	694,076	01
Elizabethport station	802,086	52
Station houses, shops and water sta-		-
tions	511,666	29
Ferry interest and boats	638,250	00
Engines	1.000,000	00
Passenger and baggage cars	345,000	00
Freight cars	265,000	00
Coal cars	565,000	00
Land, docks, machinery, miscellane-		20
ous property, etc	3,257,601	05
American Dock and Improvement		
Co. stock	1,500,000	00
Newark and New York R. R. Co	1,655,205	48
Chairs, spikes, iron rails and ties on	i.e.	- 3
hand	37,008	59
Materials and fuel on hand	157,806	
O-1 1	400 040	

Capital stock First mort. bonds, due 1870 \$900,000 00 Second mort. bonds, due 1875 600,000 00 Mort. bonds of 1890. 1,900,000 00 3,400,000 00 Interest on bonds, accrued not yet 88,666 67 1,517,453 68

\$20,006,120 30 President .- JOHN TAYLOR JOHNSTON. Vice President .- SIDNEY DILLON.

Board of Directors .- John Taylor Johnston, John C. Green, Moses Taylor, Adam Norrie, Sidney Dillon, New York; Benjamin Williamson, Eliza-beth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Mauch Chunk,

Secretary and Treasurer .- SAMUEL KNOX. Engineer .- JAMES MOORE. Superintendent .- R. E. RICKER.

Articles of association of the Rhipebeck and Connecticut Railroad Company have been filed in the office of the Secretary of State. The length of the proposed railroad is to be about son River at or near Rhinecliff, in the town of Rhinebeck, through Dutchess county, to the line between the States of New York and Connecticut.

Debt of Pennsylvania.

The report of the Commissioners of the State Sinking Fund, as published, shows a reduction of the State debt since November 30, 1869, to the 1st inst. of one million four hundred and twelve thousand, six hundred and ten dollars. The debt

ļ	now stands as follows:	
3	Debt Bearing Coin Interest:	
١	41/6 per cent. bonds	\$112,000
Į	5 per cent. bonds	4,857,085
	6 per cent, bonds,	8,171,260
	Total	\$8,140,285
1	Debt Bearing Interest in Lawful Mo	ney:
Į	5 per cent. bonds	8910,200
	6 per cent, bonds	22,089,800
	Total	\$28,000,000
	Debt on which Interest has Ceased :	LITTE COLLEGE
	5 per cent. bonds	8151,606
f	6 per cent. bonds	9,148
	Total	\$160,764
f	Debt Bearing no Interest :	5 48 50
•	Loan relief act of May 4, 1841	\$96,897
	Interest certificates unclaimed	4,449
•	Domestic creditors	45
)	Total	\$100,891
2	Recapitulation:	
	Debt bearing coin interest	\$8,140,285
)	Debt bearing interest in currency	23,000,000
)	Debt on which interest has ceased	160,754
)	Debt bearing no interest	100,891
)	Total debt July 31, 1870	281.401.980
·		

Athol and Enfield Railroad. At a meeting of the stockholders of this company recently held at North Dana, Mass., the following gentlemen were elected directors for the ensuing year: Willis Phelps of Springfield. Edward Smith, R. D. Woods and W. B. Kimball of Enfield, R. H. Allen of Prescott, S. P. Bailey of Greenwich, C. Southworth of Hardwick, J. W. Goodman of North Dana, Samuel Adams of New Salem, J. C. Hill and T. H. Goodspeed of Athol. At a subsequent meeting of the directors, the following officers were chosen: President, Willis Phelps; Vice President, R. D. Woods; Clerk; T. H. Goodspeed; Treasurer, A. Harding of Athol. The first installment of 10 per cent. of all subscriptions has been paid in. Eight contractors are at work upon as many sections along the line of the road, and commendable progress is being made.

The Legislature of Texas has granted the right of way through land owned by the State, for a railroad from Fulton to El Paso, to General Fremont and his associates, who asked it in the name of the Transcontinental Railroad Company. This does not, however, interfere with the construction of the Southern Pacific Bailroad, now being built from Shreveport, Louisiana, to El Paso, Texas, via Marshall, a distance of about eight hundred miles. The company have built their road and got it in operation from Shreveport to Hallville, Texas, 56 miles, and are building westward as rapidly as circumstances will permit.

Where interest and coupons fall due at any time during the five months ending 31st December, 1870, no tax whatever is to be withheld therefrom, but the persons receiving such payments must return the same as part of their

Matematic of the State of New Nork.

Matematic of their Resists, Defets, Cast, Bernings, Dividents, &c., for the year entiring Systember 30, 1869.

44	r and Surveyor.
	ser and E
	e Enginee
A	the Stat
100	in the Annual Reports of Companies to the State
No. of the last	a of Com
	I. Report
	be Approp
1	ompiled from the
	ompile

	180 w 4 hag or se	6.50 III	dida Hii	keir	80 8 8 8 8 8 F F
	86,000 86,000 115,678 115,678 115,678 115,678 115,670 148,600 66,600 66,600	25,000 { 35,000 { 25,000 miles.)	1,269,868	2,418,780	60,000 6 60,000 6 80,000 8 80,000 8 197,885
in the	Net arnings, 1,588 86,000 86,000 1182,040 1182,040 1175,724 1176,7	84,252 179,396 Liver 87 18,142	13,491 Loss. 519	14,484 12,232 (s.) Loss. 6,531,131 2	959,746 887,116 887,116 6,764 356,840 62,782 60,907 60,907 10,86,246
1.00	Expenses 1 and Rents, Bar 31,929 460,492 2,25,282 88 miles, 108,042 18 (751,827 2,04 4751,827 2,04 464,882 1,085,514 86 1,	478,680 4,542,106 Jonnecticut 49,640	7 4 10	29,574 27,664 28.75 mile 86,828 3,055,485	1,817,146 1,822,946 published.) ork Central.) ork Central. 569,606 688,382 62,782 219,648 1,089,755
0 24 0 24 0 828	Passenger. Freight. Other. Total. and Rents. Rarn 1,418 21,784 310 33,512 31,929 38,9346 366,848 81,652 697,945 460,492 295,946 402,2915 192,199 19,199 17,752 31,72 80,123 25,332 19,199 7,752 31,72 80,123 25,332 19,199 7,752 31,72 80,123 25,332 112,118 110,229 12,785 256,682 103,042 132 112,118 110,229 12,785 256,682 103,042 176 224,989 142,003 107,781 6,464,6646 4,751,327 2,045,562 881,062 377,781 6,40,057 464,832 177 (Leased and operated by Frie.) 20,432 26,913 1,830 49,175 34,306 1,464 1,195,007 78,806 1,888,267 1,085,514 802 (Leased and operated by Erie.) 20,432 26,913 1,830 49,175 34,306 1,684 2,764 802 (Leased and operated by Erie.) 6,944 2,086 6994 11,624 2,764 803 (Leased for 99 years to Boston, Hartford and Erie.)	(Leased to Northern Central.) 896,264 26,829 562,932 478,680 588,794 94,658 16,721,501 14,542,105 from Turner's (Erie R. R.) to Connecticut 865 820 57,782 49,640	(In course of construction.) (Not completed at date.) ny.) (Acased and operated by Long Island.) ny.) (Obj. 16864 605,716 6,484,458 3,770,966 (Only recently opened—not reported.) consolidated with Bennington and Rut 296,454 18,026 659,156 698,87 8,587 1,561 10,709 10,18	44,008 39,886 to Monticello 79,971 15,586,616	0.0
or.	Runings. Other, 182,283 E 8,172 f 7,736 f 12,736 ed and open 10,778 f 1,880 d	26,829 94,658 94,658 ner's (Erie	ot course of complete and operate 605,716 e ently open ted with B 13,026 1,661	918 918 564	(Not in ope 420,679 2 2 141,703 2 s of earnin operated b ing and No 38,477 4,000 10,131 10,131 d by Erie n d by Erie n
and Surveyor	Gross Earnings. 21,784 21,784 31,084 31,084 31,085 366,848 31,082 367,845 37,182 367,845 37,182 38,183 38,183 38,183 38,183 38,183 38,183 38,183 38,2926 3	(Lear 895,264 12,583,794 ed from Tur	(In course o (Not comple (Not comple (Not comple S 3,608,804 605,716 (Only recently ope (Only recently ope 5 296,454 13,026 1 8,687 1,661	23,854 25,972 25,972 37,988 0,457,582 9	(Not in operation.) (No returns of earnings, &c., put (No returns of earnings, &c., put (Leased and operated by New You dation of Flushing and North Side—11. 86,298 38,477 325,870 4 849,475 28,863 1,045,222 8 68,056 4,000 125,564 1 188,873 10,181 280,555 4 846,365 109,861 1,599,000
Engineer	Pare 111 112 258 898 898 898 898 898 898 898 898 898 8	140,839 4,043,049 (Projecte 56,897	in Boston and Alba, 7.00 2,269,986 8 7.00 (Now 28.00 349,676 6.75 6,561	7 11,894 26,972 2, (In progress—Port J 41,070 87,988	1,097,670 1,258,542 420,679 2,776,891 1,684,834 888,524 141,708 2,100,061 (No returns of earnings, &c., (Leased and operated by New Y (Consolidation of Flushing and North Side- 205,501 86,293 88,477 825,870 171,884 849,476 28,863 1,045,222 53,508 68,056 4,000 125,584 133,551 138,873 10,131 280,555 133,551 846,365 109,861 1,594,090 (Leased and operated by Erie at, 48 p. e.
.0	Poet 11 in Be 186.00 186.00 16.00 16.08 16.08 16.08 17.00	78.00	50.00 7.0 5.7	18.00 10.27 28.00 695.86	166.87 74.79 145.00 6.25 21.25 22.00 28.58 86.29 (81.00
panies	2,146,579 7,185,162 600,000 (include) 217,344 57,910 1,816,000 682,346 57,910 1,816,000 682,346 1,446,918 5286,918 5286,918 5286,177 000 886,129 400,000 866,129 866,120	500,000 2,620,000 65,131,959 399,236	279,938 286,074 45,262 (Included 19,919,537 210,810 2,058,802 4,624,464 80,000	349,361 288,565 144,936 1,000,000 37,603,697 6	248,304 7,675,825 7,675,825 7,600,663 1,000,063 300,549 527,462 5,271,985 1,445,987 1,445,987 6,888,388 6,888,388 6,666,026
8	M	2.89 14.00 431.25	0.82 0.60 2.10 10.00 0.76	0.52 0.66 2.80 470.00	45.50 1 63.82 7.01 4.50 18.72 3.25 24.74 1.25
	Length of Track 12.00	886.75	29.00	296.00 4	22.20
nanal Reports	13 H 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	46.84 78.00 159.00 11.00	10.00 11.64 4.00 7.00 57.00 94.00 5.75	18.00 10.27 28.00 397.75 2	5.11 180.75 62.29 123.00 98.46 6.26 21.25 118.00 28.58 36.29 36.29 18.45
the A	6,808,948 6,519,088 6,519,088 600,000 20,600,620 298,600 298,600 29,600,620 29,700,000 8,389,000 8,389,000 8,389,000 8,389,000 8,389,000 8,389,000 8,389,000 8,389,000 1,700,000	2,620,000 2,620,000 101,925,710 67,200 1,026,000	776,500 300,000 45,010 20,331,187 4,060,700 4,425,000 76,400	375,866 331,605 398,730 1,000,000 63,229,426	250,852 7,061,745 7,061,745 1,000,000 384,445 1,400,000 6,087,600 1,887 1,888
Compiled from	1,246,948 19,867,572 48,000 1,225,000 7,349,164 374,315 69,278	80,400	16,000 1,167 127,614 90,000 200,000 600	4,550	60,000 6,000 6,000 7,2560 10,265 6,000 6,000 7,2560 10
E sell	5.873,020 5.873,	1,620,000 23,398,800 825,000	275,600 184,000 17,190 4,809,220 1,992,100 1,225,000 5,800	215,800 177,000 11,898,426	5,086,930 1,061,500 691,060 135,000 941,800 610,000 691,000 1,569,750 1,569,750
miled holes heart	4,188,000 2,148,200 600,000 194,260 65,322 1,660,000 25,000,000 2,286,000 22,286,000 428,717 6,000,000 860,000 889,110 889,000 246,896 286,000 700,000	1,000,000 1,000,000 78,536,910 36,800 201,000	50,900 100,000 27,820 16,020,800 94,000 1,978,600 70,000	109,100 150,055 398,730 1,000,000 51,831,000	197,800 6,000,000 6,000,000 1,000,000 198,445 1,000,000 5,085,800 890,000 480,400 1,000,000 800,000 800,000
evanio	rechanna. 1000. 1000. 11 Stock bridge. 12 Stock bridge. 13 Mestern. 13 Mestern. 14 Merins 16 Lawrence 17 Julea. 16 Pittsburg. 16 And Erie. 17 And Erie. 18 And E	msport		and Erie	rilem W Haven Banandaigua, Jersey Champlain
destriction of the state of the	Adirendack	daigna. Elmira and Williamsport. Erie and New England Flushing and North Side.	ville Goshen and Deckertown. Hicksville and Cold Spring. Hudson River. Lake Champlain and Moriah Lebanon Springs. Long Island. Middlebury and Schobarie.	Water Gap Montgomery and Erie Monticello and Port Jervis Montreal and Plattsburg	Northern, New York and Harlem New York and New Haven. New York & Oswego Midland, Niggara Br. and Chandalgua, North Shore (L. I.). Ogdensburg and L. Champlain Oswego and Rome. Roswego and Syracuse Renseleer and Saratoga Rochester and Genesee Valley

The second secon	IUIC	AN RAILBUA	JUURNAL.	
9 9 9 9 9 9 9	41X	44 8	10 12 88 4	0ram 2
262,500 19,500 6,600 6,600 19,208 11,040		8,000 84,000 180,000	8,500 96,000 1,011 120,000 74,800	75,000 1,750 2,600 140,400 1
451,457 9,000.) 7,295 10,678 66,581 92,594 20,677 182,564 16,892 76,892 18,448 k Co.)	T.	12,467 88,267 29,881 20,883 1088, 827,466 5,718 21,999	2029 18,997 18,067 18,067 180,104 4,162 4,664 200,864 112,266 110,206 7,093	4,770 2,405 3,330 Loss. 108,834 104,661 5,862 2,245 2,245 2,245 7,103 17,566 8,488 28,624
822,677 46 miles.) and Saratoga., t about \$500,000 10,163 18,318 115,288 190,052 22,286 23,473 24,734 26,886 27 37,11,4 miles.) 26,miles.) 26,miles.) 27,miles.) 28,674 21,11,4 miles.)	010'/	56,850 250,826 96,781 480,690 87,973 954,666 67,002 102,616	67,650 115,025 115,025 115,025 115,025 115,025 115,025 115,035 115,058 112,068 112,068 112,058 112,058	68,082 19,986 106,849 36,766 20,181 418,638 608,308 8,901 6,276 118,191 118,191 118,125 16,725 16,725 16,725 16,725 16,725 16,725
1,274,134 [length 85 Rensselaer Will cos 11,7455 23,991 221,814 miles to cos 22,646 42,962 519,306 519,306 62,963 60,994 ate Line N progress 7 66,494 ate Line N progress 7 66,494	14,000	78,317 384,098 126,662 718,428 30,158 1,282,182 72,720 134,610 160,428	67,277 18,254 588,724 144,047 738,600 8,480 27,418 836,447 10,403 17,598 17,598 87,890 87,890	72,802 22,890 116,179 84,015 18,385 521,472 713,499 14,268 8,789 116,228 86,291 20,651
77,686 gress—tot pperated b 1,12 mile 3,060 3,060 3,892 6ngth 116 198,684 24,000 erated by erated by progress paid by progress coshen to y Eric—i ted by Per ted by Per ength 98 1	027	25,269 7,524 6,313 22,455 41,297 942 797 19,372	722 10,396 2,706 5,066 5,066 3,641 29,914 126 10,056 384 869 2,456	786 4,252 6,733 420 180 4,041 16,041 16,041 18,895 3,560 18,002 18,002 18,003 1
(Leased and operated by n progress—total (In progress—total n progress—length 12 miles 341	9,140	N.		
496,474 (Leas (In progre 7,341 9,461 141,802 (In progres) 79,972 860 174,386 (Lease 208,191 (Operating (In pro	RAILROADS.	53,048 326,569 120,349 690,968 30,024 1,240,835 71,778 133,818	66,656 18,142 18,142 141,342 141,342 773,534 8,480 23,777 805,538 10,278 366,848 12,214 77,021 79,611	72,016 18,138 18,136 18,256 523,481 677,252 13,213 8,798 19,88 15,071 15,071 16,071 16,071 16,071
218.21 4.38 5.00 68.00 7.60 81.00 75.00	RAIL	5.75 9.00 5.38 8.00 7.00 36.00 5.50	24.00 24.00 10.20 10.20 10.00 2.60 6.00 6.00 8.00	5.00 6.10 6.10 9.00 9.00 1.88 8.00 1.88 1.26 1.25 1.25
4,000,000 698,319 484,684 500,000 84,148 121,255 1,978,558 2,560,000 3,560,905 2,296,748 71,000 1,580,222 150,871 419,505 19,916 619,446	(HORSE)	1,762,725 302,050 522,895 1,957,420 1,957,420 600,000 1110,000 327,661	307,348 20,714 29,714 647,364 859,180 42,643 256,368 1,527,023 43,801 1,627,479 59,053 276,000	77,494 474,198 84,864 265,225 265,225 26,308 26,308 26,308 770,000 72,729 364,662 368,662 368,662 87,600 87,600
23.36 1.57 1.67 2.14 2.14	GER	1.50 1.50 5.38 8.00 86.00 6.42 5.50	2,005,000 2,	5.00 6.21 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1
48.62	ASSENGER			
41.11 12.00 21.50 55.00 55.00 7.60 81.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00	REET P	5.75 5.38 8.00 7.00 86.00 5.50 8.81	24.190 10.20 10.20 10.20 10.00	5.00 6.10 6.10 8.00 7.00 8.00 8.00 8.17 8.17 1.26 7.25
416,200 1 340,000 500,000 500,000 95,900 113,165 500,000 430,000 430,000 70,000 70,000 70,000 70,000 70,000 70,000 70,000 70,000 70,000 70,000 70,000 70,000	STRE		214,056 27,130 27,130 748,131 1,900,000 36,162 254,110 1,203,000 1,203,000 1,203,000 1,203,000 315,000 315,000	247,010 75,000 84,320 82,208 1,673,000 1,073,000 31,000 2,770,000 2,770,000 82,600 871,000
676 4 1,000 1,000 366 580,666 10,912 425,000 2 425,000 2 1,				3,000 73,000 100,000 12,866 85,046 1,200
1,483,124 40,000 45,000 45,000 85,000 500,000 200,000 1,707,050 1,677,000 860,000 86,000 85,000 86,000		40,000 694,000 1,500,000 80,000 300,000 4,000 100,000 316,500	2,000 6,000 214,000 700,000 203,000 12,700 180,000 30,000	180,000 167,000 15,000 25,000 25,000 26,000 200,000 1,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000
976,400 160,000 160,000 160,000 177,800 777,800 777,800 777,800 777,800 777,800 777,400 777,400 777,400 777,400 777,400 777,400 777,400 777,400 779,000 779		99,800 200,000 200,000 1,100,000 261,400 10,000 10,000 696,000	292,000 21,130 068,400 600,000 34,825 1170,700 1170,700 42,500 42,500 1125,000	114,010 75,000 797,320 60,000 750,000 750,000 31,000 170,000 44,700 44,700 250,000 121,400 75,000 75,000
Rome, Watertown & Ogdensb. 2 Rondout and Oswego. Baratoga and Schenectady. Schenectady and Susquehanna Schoharte Valley Raneateles. South Side (L. I.). South Side (L. I.). Sterling Monntain Sterling Monntain Trey and Bennington. Trey and Bennington. Trey and Bennington. Trey and Greenbush. Trey Union and Depot. Union Village & Johnsonville. Uties, Chenango, and Susquebanna Valley. Walkill Valley. Walkill Valley. Warwick Valley. Warwick Valley. Warwick Valley. Warwick Hudson River.	Wildensii and Cladesourg	ad Fulton Ferry. cooklyn) Seventh Avenue. h & Coney Island Hunter's Point tt Park. and Newtown.		Kingston and Rondost Kingston and Rondost Ninth Avenue (N. Y.) Sackett, Hoyt & Berg'n st. (Bt.) Second Avenue (N. Y.) Sixth Avenue (N. Y.) Syrkcuse and Geddes Syrkcuse and Goddes Third Avenue (N. Y.) Troy and Lansingburg Troy and Lansingburg Troy and Lansingburg Van Brutt at & Eric Basin (Bt.) Watervilet Turppike and R. R.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

arked thus (*) are leased roads	Stock out- standing.	Dividend Periods,	Dividend Payable.	Marked thus (*) are leased roads.	Stock out- standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out- standing.	Dividend Periods.	
lbany & Susquehanna. 100	\$1,774,824	TAT	Tul 280 9	roads. Hartford and New Haven.100 Hannibal and St. Joseph.100 Do. do pref.100 Hanover Branch, Pa. 50 Housstonic	8,800,000	J.A.J&O	July '70 3	Portl., Saco & Portsm'th*.100	\$1,500,000	J. & D.	Jun.'70
merican Central	1,282,200	J. & J.	Jan. '70 4	Do. do pref.100	5,258,830		Aug. '70 7	Providence & Worcester 100 Raleigh and Gaston	1,000,000	J. & J.	Jul. '69
tiantic & N. Carolina 100	5,545,295			Hanover Branch, Pa 50	116,850	M. & N.	May'70 5	Rensselaer and Saratoga -100	8,000,000	A. & O.	Apl.'70
" pref. 50	1,919,000	*******		" pref100	1,180,000	J. & J.	July '70 4	Richmond and Petersb g. 100	847,100		
lantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2	Huntingdon & B'd Top 50	190,750	J. & J.	J'n.'68 34	Rich., Fred. and Potomac.100	1,041,800 88,460		Nov.'6
leimore and Ohio 100	16,151,962	A. & O.	Apl. '70 4	Iliinois Central 100	25,278,710	F. & A.	Aug. '70 6	Rome, Watert. and Og'nb.100	2,400,000	J. & J.	July 16
Do. Washington Br 100	1,650,000	A. & O.	Apl. '70 &	Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '674	Rutland preferred100	2 300 000	F. & A.	Aug'69
de Noquet & Marq. 100	1,250,000	A. & O.	Apl. 68 3	Joliet and Chicago 100	1,500,000	J.A.J&O	Jan.'70 1	" " pref.100	2,040,000	Annual,	June'6
elvidere Delaw re 100	996,250	TATAC	Trale-270 18	Joliet & North, Indiana 100	300,000	J. & J.	Jan. '70 4	St. L., Jack'nv. and Chic'o. 100	1,469,429		
orkshire & Corning. 50	250,000	J. & D.	Dec.'692	" guar.100	533,500	F. & A.	Aug.'70 4	" pref.100	445,596	M. & N.	Nov.'6
oston and Albany100	13,725,100	J. & J.	July '70 5	Lackawanna & Bloomsb 60	1 335,000	T 4 T	Ton 170 04	Sand, Mansf. and Newark.100	901,841		
oston and Chelses	459,600	A. & U.	Apr. 70 1	Lehigh and Mahanoy	2,158,565	J. & J.	Jan. 676	Schuylkill and Susqueh's. 66	1,269,150	*********	
Do., do. pref.100	1,340,400	M. & N	May '70 3	Lehigh and Susquehanna. 60	8,739,800	M. & N.	M'y.'676	Second and Third St.(Ph.) 50	203,757	J. @ J. J. & J.	July'7
oston and Lowe!	4.076.974	J. & J.	July '70 4	Lehigh and Susquehanna. 50 Lehigh Valley	844.660	J. A. J.	Jan. '69 4	Scaboard and Roanoke10	868,200	J. & J.	Jan'70
oston and Providence 100	3,360,000	J. & J.	July '70 5	Little Miami 60	3,572,400	J. & D.	Jun. '70 4	Second Avenue (N. Y.) 10	670,000		July'7
roadway (South Boston) 80	2.100,000	J.A. J.O.	July'70 21	Lomb, and South St (Ph.) 26	2,040,100	J. & J.	Jan. 7034	Shamokin V. and Pottay. * 50	869,450		
roadwy & Ith Aviation 10	1,000,000	F.M.AN	Nov. '69 3	Long Island 56	3,000,000	F.M.AN	Aug.'66 2	Shore Line 100	686,200	F. & A. J. & J.	Jan. '7
rooklyn City & Newt'n.100	1.100.000	*****	Jan.'70 3	Louisv., Cin. and Lex 50	1,621,786	J. & J	Jul. '69 3	Somerville 100	750,000	M. & N.	Nov. 6
nffalo, Bradibri & Erles 100	950,000	M. & N.	Nov 69 3	Louisville and Nashville100	8,780,501	F. & A.	Aug. '70 4	South Carolina10	5,819,275		
uffalo and Erie	5,000,000	F. & A.	Aug. '69 4	Louisv., N.Alb.& Chicago.100	2,800,000	7 40	Feb. '70 3	South Shore	259,685	F. & A.	Jul. 86
mbridge Amboy100	6 000 000	TO A A	Ang 270 6	Lowell Horse 100	55 830	J. & J.	Jan. '70 3	Staten Jaland10	660,000	J. & J.	Jul. '6
	600,000			Macon and Western 100 Mahanoy & B'd Mount'n 5 Maine Central 100 Manchester & Lawrence 100	2,000,000					M. & N.	May
amden & Burnington Co.100	721.926	JAJ	July '09 3	Maine Central	1,611,50			Steubenville and Indiana. 10 Stockbridge & Pitisfield 10 Summit Branch	1,960,141		*****
ape Ood	447,000	J. & D.	June 70	Manchester & Lawrence_10	1,000,00	M. & N	May '70 5	Summit Branch 5	250,000	F. & A.	Aug."
atawissa, 50	2 200 000	MAN	May 170 9	Marietta & Cincinnati 5	3,029,77	M A G	Sen 186 9	Tanuton Branch	1,314,130	TOD	Inn In
atawissa, prei	689,110	J. & J.	July'70 4	" 2d pref. 5	4,460,36	8 M. & S.	Sep. '66 3	Syr., Bingham, and N. Y.10 Taunton Branch	595,922	0. C D.	oun.
edar Rapids & Mo. pref100	765,000	M. & N.	M'y'698	Memphis and Charleston 10	6,812,72	5	June'69 3	Torre Haute and Indiana. 5	1,983,150	J. & J.	July'7
entral of Georgia	15,000,000	J. & J.	July'70 4	Metropolitan (Boston)	1,250,00	J. & J.	July '70 6	Thirteenth and Fif. (Ph.) 5	0	J.@ J.	July'7
entral Ohio100	2,600,000	J. & D.	June 70	Michigan Central10	11,197,34	J. & J.	July '70 5	Tol., Peoria and Warsaw.10	2,700,000		
Do. prel N & E. River.100	970,000	J. & D.	Oot.'61 2	Mill Creek and Minehil*, 5	323,37	J. & J.	Jan. '70 6	" (W.D. pref.10	1,300,000	J anuary,	1870,11
hemung	880,000	J.A.J&O	Jan. '70	Millville and Glassboro' 10	405,02	F. & A.	Feb. '70 5	Tol., Wabash and West 10	11,700,000		
heshire, preferred 100	5 141 800	J. & J.	July '70	Milw. & Prairie du Chien, 10		*****		Troy and Boston	697,111	M. & N.	May 70
hicago and Attornation pref100	2,425,400	M. & B.	Sept. '70	Milw. & St. Paul 100	7,665,10	Feb. 1870	\$3 & 78	Troy and Greenbush 10	274,400	J. & D.	Jun'6
hicago, Burl. & Quincy - 60	13,825,024	M. & S.	Mar. '70	M Hill & Schnylk Haven &	9,744,26	Feb. 1870	37 & 38	Union Transport'n (Bos.)-10	0 200,000	TOT	Tool - 10
hicago, lowa & Nebras 100	2,227,000	J. & J.	July 10	Mobile and Ohio	3,762,40	J. & J.	out. 1005	Utica and Black River 10	834,400	J. & J.	Jan. '7
hicago & N. Western100	14,590,162	J. & D.	Dec.'69	Montgomery & W. Point_10	1,644,10	J. & D.	Dec.'67 4	Vermont and Canada*10	2,500,000	J. & D.	June'
blasso R I & Pacific 100	16,000,000	A. & O.	Apl'70 3	Mt. Carbon & Pt. Carbon* 5	282,350	J. & J.	July '70 3	Vermont and Massachu'ts.10	0 2,800,000	J. & J.	Inly
in, Ham. & Dayton 100	3,500,000	A. & O.	Apl. '70	Nashua and Lowell 10	720,000	M. & N	May '70 5	Vicksburg and Meridian 10	357,408		
Incinnati City Passenger	****	J'n & J'ly	Jan. '648	Naugatuck 10	1,436,60	PAA	Fab. '70 5	Virginia and Tennessee 19	0 3,506,300		
in Sand, & Clev. pref 50	393,078	M. & N.	Nov.'69	New Bedford & Taunton 10	500,00	J. & J.	July '70 4	Western Union10	0 2,707,69		
itizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70	N. Haven & Northampton 10	1.344.00	TAT	Jan. 168 3	West Philadelphia	0 1.209,000	F. & A.	Aug."
leveland & Mahoning - 50	2,056,400	M. & N	May'703	New Jersey10	6,250 00	F. & A.	Aug. '70 6	Wilm. and Weldon 10	0 1,463,77	J. 06 J.	July'7
leveland and Pittsburg 50	5,958,775	JAJ&O	Aug'70 2	New London Northern 10	895,00	0	July '69 4	Winchester and Potomac.	1 547 86	J. & J.	July"
leveland and Toledo	10,460,900	F. & A.	Feb. 10	Manhe Central	21,491,45	0 A. & O	Apl. '70 4	Worcester and Nashua 7	5 1 522,600	J. & J.	Jul.270
olumbus and Xenia* 60	1,786,200	J. & D.	June'70	New York and Harland	0 22,829,00	0	Δug.'69 4	CANATO	-		-
oncord & Ports. guar. 100	850,000	J. & J.	July 70 3	" pref. 5	1.500.00	J. & J.	July 70 4	Chesapeake and Delaware &	0 1.818.96	JAD	Tune
oney Island & brooklyn 100	500,000		,man a , and	New York & New Haven. 10	0 9,000,00	0 J. & J	July'70 6	Chesapeake and Ohio 2	5 8,228,59	5	bune
onn. & Passum? Rivers.100	189,000	T & A	Ang 170	Niag. Bridge & Canandai#10	0 2,000,00	J. & J	July '704	Delaware and Hudson	0 1,633,350	F. & A.	Aug.
onnecticut River 100	1,700,000	J. & J.	July '70	Ninth Avenue 10	797,40	0. 6. 0.		Delaware and Raritan10 Erie of Pennsylvania	0 2,521,80	F. & A.	Aug.
umberland Valley	1,816,900	A. & O.	Apl. '70	Norfolk & Petersb'g guar. 10	187,50	J. & J.	Jan. 170 S	Erie of Pennsylvania	0 8 730 80	0 34 4- 47	
ayton and Michigan 100	2,390,646			North Carolina 10 Northern Central 5	5,000,00	OM. & N	May. '70	Erie of Pennsylvania Lehigh Coal and Navigat. 6 Monongahela Navigation. 5 Morris (consolidated)	0 728 10	M. & N. J. & J. F. & A.	Jan '
olaware 50	594,200	J. & J.	Jan. '70 3	North Eastern (S.C.) pref.10 Northern of N. Hampsh, 10 North Pennsylvania 5 Norwich & Worcester 10	155,00	0	May '67 4	Morris (consolidated) 1	0 1,025,00	F. & A.	Feb.'6
Moines Valley 100	1,820,200	J. & J.	July 70	North Pennsylvania	3,150,15	J. & D.	Jan.'70 5	Pennsylvania 5	0 4,300,00	D. & A.	reb."
etroit & Milwankee100	452,850			Norwich & Worcester 10	2,868,60	J. & J.	Aug.'70	Schuyl. Navigation (cons.)	0 1,808,20	7 W & A	Feb.
10 Bldw 4: Bat 100	1,200,000	FMAN	Mex 170 2	Ogdensb. & L. Champin_10	0 8,040,90	J. & J.	Ani. '70 4	Susq. and Tide Water	0 2,888,80	F. & A.	Feb.
white and bloux Oldy-100	1,673,64	J. & J.	July 703	Notwich & Worcester	20,000,00	0 4. & 0.		Susq. and Tide Water 8 Union 5 " preferred 5 W. Branch and Susq 5 Wyoming Valley 6	0 2 907 86	0	
Do do. prezio	1,987,861	J. & J.	Jan. '70 8	Oil Creek & Allegheny R	8,500,00	J. & D.	Jun.'708	W Branch and Spage	0 1 100 00		
astein (Mass.)190	8,888,800	J. &. J.	Jan. '70	Old Colony & Newport 10	4.848,32	0 J. & J.	July '70	Wyoming Valley	0 800,00	J. & J. irregular	Oct.
astein (Mass.)	492,50	J. & J.	Jan. '70	Orange and Newark10	281,55	0	A	MISCELLANEOUS.	1 72	20 54 521 1	1000
Tonn and Georgia. 100	1,290,06	7	July '70	Pacific of Missouri	8614.61	F. & A.	Aug. 09 4	Pacific Mail Steamship 10	0 20,000,00	MJB&D	Sent
ast Tenn. and Virginia 100	1,902,00	0		Panama	7,000,00	J.AJ&O	July'702	West'n Union Telegraph.10	0 41,063,00	0 J. & J.	Jan."
ghth Avenue (N. Y.) 100	800.00	DE & A	Jan. '68	Paterson and Hudson Rivio	0 248,50	J. & J.	July '70 :	American Cost	0 2.500.00	OLT & D	M ?
lmira & Williamsport . 60	600,00	M. & N	Nov'09 2	Orange and Newark 10 Oewego and Syracuse 5 Pacific of Missouri 10 Paterson and Ramapo 10 Paterson and Hudson Rivio Pennsyivania 10 Pennsyivania 10 Peoria & Bureau Valley 10 Peoria and Hannibal 11 Poriadelphia and Erie 10 Poriadelphia and Reading 5 Oo Do. proferred 5 Philadelphia and Reading 5 Phila and Trenton 11 Phila, Wil & Balt 5 Philadelphia and Darby 2 Phila and Grey's Ferry 2 Phila and Grey's Ferry 2 Phila and Grey's Ferry 2 Philadelphia and Darby 2 Philadelphia and Darby 2 Philadelphia and Carbon 10 Portiand and Kannebec 10	21,045,75	M. de N	May '70	Butler Coal.	5 500,00	0 J. & D.	D., '6
Do. do. pref. 50	70,000,00	J. & J.	Jan. 703	Peoria and Hanribal	1,200,00	0	Feb. '70	Fulton Coal	2,000,00	J. & J.	July'
Do. pref100	8,536,91	Annual	Dec' 69 7	Philadelphia and Erie* 5	6,004,20	J. & J.	Jan. '68	Lackawanna Coal	200,00	J. & J.	Jan.
rie & Pittaburg	962,99	0		Philadelphia and repref	2,400,00	0 J. & J.	Jan. '70	Mt. Pleasant Coal	200,00	0 7725	Dec'e
vansville & Crawlordsv.100	3,540.00	JAJ	July 70	Do. Do. preferred se	1,651.80	J. & J.	July '70	Roaring Brook Coal	200,00	FMACN	Aug
itchburg & Worcester 100	248,00	J. & J.	Jan. '69	Phil, Germ'nt'n & Nor't'n &	0 1,535,66	A. & O.	Apl. '70	Short Mt. Coal	0 800,00	0	Jan.
lint and Holly	750.00	M. & N.	M'y '67	Phila, Wil. & Balt	0 1,259,12	F. & A.	Aug. '70	Spring mountain Coal	0 1,250,00	J. & J.	Jan.
rankf and Southw.(Ph.) 50	491,62	J. QJ.	July '70	Philadelphia City	0 100.00	J. & J.	Jan. '70	Wilkesbarre Coal 10	0 8,400,00	M. & N.	Nov.
eorgia100	4,156,000	J. & J.	Jan. '70	Phila and Grav's P.	100,00	0 J. @ J.	July'70	Wyoming Valley Coal -10	0 1,250,00	0 F. & A.	Aug.
College (Phila)	100.000	J. & J.	Jul. '87	Pittab., Ft. W. & Chi. gtd \$10	217,69	J. @ J.	Apl. 70 1	Am Merchants Union Exp. 16	0 18.000.00	0	June
				HEMALOR AND AND A A STORY AND		- I CO COMPAND OF S	1	111 www. 14 - 2 Cha. 4 - 20			- BASSAN

ntral Pacific (in gold): January.	February.	March.	April.		GS-A	July.	August. 8	eptember.	October. 1	November.	December.	Total.
867	51,831 86,937	60,029 81,396	81,156 96,481	May. 95,828 106,835	June. 121,702 164,729	174,812 259,590	181,297 251,832	200,550 262,770	212,109 293,422	128,166 286,562	75,871 342,743	2,300,767
869	218,982	391,308	485,048	568,270	556 080	582,657	511,854	609,788	579,642	535,366	410,000	5,611,591
870	313,325	383,799	521,036	761,285	632,710	*******	******	******			Tarana a	*******
863	101,866	104,372 195,803	122,084 162,723	132,301	145,542 206,090	149,137 224,257	157,948 312,165	170,044 354,554	170,910 320,879	307,803	153,294 252,015	1,673,70 2,770,48
865	275,288 222,241	299,068 290,111	258,480 269,249	322,278	355,270	335,985	409,251 387,269	401,280 322,638	320,879 357,956 360,223	307,919 323,030	236,824 271,247	2,770,48 3,840,00
867	157,832	235,961	282,165	329,851 335,510	371,544 342,358	321,597 354,244	415,982	408,999	426,752	359,102	330,169	3,695,18 3,892,86
868	275,140 304,828	267,094 393,648	279,121 331,149	303,342 345,556	384,504 391,685	404,012 353,736	558,101 501,667	486,196 501,259	503,746 463,109	409,569	361 701 348,995	4,508,64
870	323,825	344;366	834,653	395,044	411,986	******			******	******	*******	
icago, Rock Island and Pacific:	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1.959,2
.864	175,482 246,331	243,150 289,403	185,013 196,580	198,679 234,612	243,178 321,818	224,980 244,121	307,874 306,231	375,860 389,489	324,865	336,617 270,073	321,087 201,779	3,095,4 3,313,5
866	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,9
867	297,464	272,454 276,431	268,369 301,952	297,625 316,709	276,681 378,436	297,513 341,885	444,024 568,380	566,403 558,387	599,549 591,209	442,275 424,589	377,053 433,435	4,358,6
869	368,208	398,740	388,386	449,932	528,841	455,607	632,652	736,555	584,156	479 286	393,468	5,684 1
icago and Northwestern:	449,655	500,393	443,300	507,900	529,512	462,400	******		******	******	W. 1710	and was
.863	317,839	390,355	421,368	466,830	366,100 565,145	281,334 480,710	296,169 519,306	473,186 669,605	551,122 729,759	435,945 716,378	407,688 563,400	2,811,8
865	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,
866	399,917 574,664	523,745 765,398	537,519 774,279	858,948 895,712	925,988 893,658	808,524 888,214	797,475 1,063,236	1,000,086 1,448,942	1,200,216 1,541,057	1,010,892 1,211,530	712,359 879,900	9,299,
868892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	18,384,
869	830,286 755,404	1,142,166 872,115	1,112,190 950,636	1,268,444 1,212,081	1,258,284 1,154,520	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	18,622,
eveland, Col., Cin. and Indianapolis:			A TOTAL	1000	A STATE OF THE PARTY OF THE PAR			The State of St.	a describert			A TOTAL STATE OF
868242,205 .869	286,160 180,840	242,509 239,522	236,435 247,661	193,959 241,456	203,696 259,408	218,347 253,367	271,425 341,783	287,451 320,025	293,296 293,615	262,798 271,555	230,061 242,621	2,918, 3,095,
870201,500 inois Central:	218,600	244,161	246,046	250,169	274,021	200,000		*** ***		*******	*******	*****
862190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,
863299,944 864327,900	271,085 416,588	275,643 459,762	289,224 423,797	334,687 406,373	407,992 510,100	343,929 423,578	511,305	478,576 799,236	496,433 661,391	437,679 657,141	424,531 603,402	4,571, 6,329,
865	528,972	616,665	516,608	460,573	617,682	578,403	640,179 747,469	739,736	641,589	643,887	518,088	7,181,
866	505,266 - 524,871 -	505,465 417,071	411,605 440,271	569,250 477,027	567,679 516,493	480,626 525,242	578,253 709,327	571,348 738,530	661,971 823,901	588,219 727,810	504,066 613,829	6,546, 7,160,
868	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,
869	524,693 663,391	709,645 644,874	568,282 597,571	640,975 695,258	778,261 759,215	696,228 645,768	841,863	979,401	914,406	814,418	696,677	8,823,
rietta and Cincinnati :	85,447	84,351	81,181	96,388	105,373	98,043	106,921	104,866	118,504	112,962	123,802	1,201.
867 94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,883	1,278,
868	81,599 91,666	98,482 103,558	108,461 109,526	95,416 111,033	95,924 118,648	108,413 114,496	126,556 129,388	121,519 140,473	125,065 132,869	119,169	121,408 109,629	1,394
870 90,177	98,275	101,379	106,246	110,213	111,117	111,127	140,000	140,410	******	202,020	******	*****
chigan Southern & Northern Indiana: 864	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,
865	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826
1866	277,234 311,088	412,715 - 895,372	413,970 409,248	418,024 357,749	384,684 307,968	338,858 313,130	384,401 434,318	429,177 488,388	496,655 530,871	429,546 429,785	352,218 380,034	4,660
868	338,335 880,593*	878,735 1,140,000*	452,429 473,544	399,300 445,792	865,117 408,139	308,502 727,045*	437,600	521,326 1,239,725*	543,886 1,279,602*	436,399 1,124,745*	437,503	4,981
870931,873*	1,006,961*	1,162,697*	410,044	440,792	408,139	727,045	838,777	1,209,725	1,210,002	1,124,140	1,040,212	*****
chigan Central: 862230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,684	2,650
863242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168
864	278,848 279,137	348,802 344,228	338,276 337,241	271,553 401,456	265,780 365,663	263,244 329,105	346,781 413,501	408,445 476,661	410,802 490,694	405.510	376,470 328,870	3,970
866	265,796 283,661	337,158 375,210	343,737 362,783	365,196	335,083	324,986	359,646	429,161	493,640 506,296	414,604 412,934	308,669 330,373	4,260
868343,316	304,315	326,880	415,758	333,952 369,236	284,977 325,501	313,021 321,013	398,993 392,942	464,778 456,973	511,820	410,826	390,671	4,871
869384,120 870337,992	320,636 329,128	386,527 380,430	411,814 412,030	403,646	366,623 363,187	329,950	353,569	473,546	490,772	448,419	374 542	4,744
lwaukee and St. Paul:			1	1200	4	*******	******	*******			400 000	****
1867	240,755 321,203	261,143 333,508	316,266 436,412	401,900 565,718	369,356 458,191	365,412 423,398	350,565 522,682	751,738 1,024,045	1,101,771	775,616 556,917	438,323 468 880	6 617
869454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	. 95,065	1,23
1870396,171 orth Missouri:	382,823	377,000	443,132	730,700	755,737	******	******	*****	******	******		0.10 T
71h Missouri: 1869	94,927	136,263	149,184			*******	*******	******	******		******	
no and Mississippi:	196,207	239,161	269,490	259,000	208,493	*******	******		*******		******	****
1864	260,466 239,139	309,261 313,914	269,444 271,527	224,963 290,916	223,242	268,177	302,596	332,400 350,348	278,006	346,243 412,568	275,950 284 319	8,31
1866	246,109	326,236	277,424	283,130	304,463 253,925	349,286 247,262	344,700 305,454	278,701	372,618 310,762	302,426	281,616	8.79
1867242,798 1868211,978	219,065 231,351	279,647	284,729 252,149	282,939	240,135 217,082	234,633 194,455	322,521 287,557	365,371 307,122	379,367 283,329	336,066 274,637	272,053 233,861	3,45
869180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,91
1870196,787	218,234	253,065	270,934	246,266	249,987	*******		******				
1869194.112	207,302	294,302	278,247		249,849	184,411				200000000000000000000000000000000000000		****
1870	250,617	294,874	289,550	3 37 1	263,328	260,449		*******	******	*******	*******	0.01.211
1862	217,161 361,834	244,423 396,771	258,674 429,929		254,285	388,725	414,707	448,994	463,873			
864	532,786	617,021	669,384	757,178	464,809 936,188	451,884 711,457	574,486 1,170,241	714,302 1,125,685	815,902 754,551	1,032,149	812,178	9,55
1865	608,305 725,967	116,215 779,198	923,283 861,604	416,841	566,979	957,194 996,841	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10.08
1867	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,25
1868	518,174 525,490	651,019 755,483	817,750 904,884		744,188 680,680	314,472 1,232,908	631,143	1,006,631	1,159,726	1,113,398	689,9.4	8,73
1869	C-FREDRICK	11.0	Americana.	7.7	STATE OF THE PARTY		Samuel II	Total Trans	1000000			L'arment
1866	155,893	192,138	170,485 188,162		162,532 156,068	166,015 172,933	222,953 220,788		244,834 230,340	212,227 205,095		2,2t 2,21
1868127,593	183,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,93
1869	127,817 158,788	175,950 172,216	171,868 172,847	157,398 7 155,081	154,133	144,164			205,750	189,351	160,085	2,00
t. Louis and Iron Mountain:	State Clare			District and	ALCOHOL:				- 110,500		Sant of the	2000
1870 93,753 oledo, Wabash and Western :	95,610	105,083	108,716	117,625	116,242	107,52	4		******			***
1867237.674	200,793	270,680	317,052			309,591			406,766	551,759	333,486	8,80
1868	265,137 240,395	257,800 242,705	286,825 311,833	260,529 312,530	293,344 348,891	283,833 310,800	484,209 450,246	450,203 470,720		323,271 323,377		4,01
1870	293,645		318,69		2 348,632	210,000		100000000000000000000000000000000000000	E-1000 KNOO	The second of th		
nion Pacific:		******	797,945	802,586	706,602	1 -	- 4	758,467	857,382	887,886	716,820	
1870	800,189	689,288	706,608			******				The same of the sa		

NATIONAL AND STATE SECURITIES.

• Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE	Mark Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable,	PAY-
ational Securities Aug. 1, 1870. an of June 14, 1858registered		5	Jan. & July.	1874		Massachusetts-Western R. R. Loan, sterling	3,578,696	5	April & Oct.	169-181
an of June 22, 1860 coupon	\$20,000,000	5	" "	1874	109	- 1 roy and Greenfield Loan, sto	3,506,580 1,166,500	5	ti ti	'88-'90 '90-'94
coupon (7,022,000	5	66 66	1871		-Eastern R. R. LoanNor. & Worc. R. R. LoanB., H. & Erie R. R. Loan, stg.	200,000 400,000	6	Jan. & July.	1877
ane of Feb. 8, July 1, Aug. 3,'61 \ registered \ and March 3, 1863 coupon	282,788,100	6	11	1881 1881	114	-B., H. & Erie R. R. Loan, stgState Scrip (var.)	290,400 171,000	6.	44 44 TT1	1900
egon War Bonds of March 2, 1861	945,000	6	July.	1881 1881			117,000	5	Various.	1870 1872
an of Feb. 25, 1862 (5-20s) registered (5-20s) registered	498,760,750	6	May & Nov.	1882 1882	1111		125,000 244,000 162,000	5	April & Oct. Various.	1873
an of March 3, 1864 (5-20s) registered)	3,130,100	6	66 66	1884	113 110	: = :: :: :: :: :: :: :: :: :: :: :: ::	162,000 50,000	6.	June & Dec.	1877
an of June 30, 1864 (6-20s)coupon (5-20s)registered	108,415,950	6	66 66	1884 1884	1111	-Union Fund Loan of 1861	650,000		Jan. & July.	1871
an of March 3, 1865 (5-20s)registered	189,923,050	6	4 4	1884 1885	1114		720,000	8.	u u	74-778
2d series (5-20s)coupon (1	6	Jan. & July.	1885 1886	112	1862	1,430,000	5.	at 44	1876
(5-20s)coupon	282,511,200	6	4 4	1886	110	-Back Bay Loan of 1862-'63Bounty Fund Loan of 1863	220,000	5	May & Nov. Jan. & July.	1880
(5-20s)coupon	350,464,850	6	66 66	1887 1887	110± 105±	· '64-'67, stg.	4,000,744	5	May & Nov.	1894
4th series (5-20s)registered (5-20s)coupon (39,765,350	6	66 66	1888 1888	109	Coast Defense Loan of 1868 War Fund 5-20 Loan	888,000	5	Jan. & July. Mar. & Sept.	1883
an of March 3, 1864, (10-40s) registered (10-40s) coupon	194,567,300	5	Mar. & Sept.	1904 1904	1041	- I'hree Veare? Loan	3,505,000 919,324	8	Var	1886 3 yrs.
Age R. R. Ronds(currency)	64,618,632 45,420,000	6	Jan. & July.	95-199	112	Michigan—Sault Canal BondsRenewal Loan	200,000	6	Jan. & July.	1879
tificates of Mar. 2, 1867, and July 25, 1868 vy Pension Fund of July 23, 1868	14,000,000	3		Dem.		War Loan	1,728,000	6	66 66	'73-'83 1886
ins of 1842, 1847 and 1848	242,000	5		Due.		Minnesota *Railroad Loan	463,000 2,275,000	7	May & Nov. Jan. & July.	1890 1883
asury Notes prior to 1857	89,625 246,222	6 var		Due.			7,000,000	6	Jan. & July.	41-771
nsury Notes of 1857, '61 and '63	5 000	7.3	************	Due.	****	Missouri—State Bonds (for banks) Missouri—State Bonds proper — Consols. (interest)	453,000 2,830,000	6	Jan. & July.	1887
apound Interest Notes of 1863 and 1864	2,126,860	6		Due.		-S. W. Pacific, guar.	13,734,000	6 7	66 66	82-'90 81-'87
apound Interest Notes of 1863 and 1864 aporary Loan of June 30, 1864 . Notes (greenbacks). stional Currency	356,106,226	var nil.		Due. Dem.			3,000,000	6	66 46	81-'85
The state of the s	39,757,684	64	******************************	44		Nevada—(No Account)				
State Securities, latest dates.	168,900	5	Man & Nam	1050	-	of Sept. 1, 1864.	1,089,800 600, 0 00	6	Jan. & July. Mar. & Sept.	84-'89
(extended)	2,414,800	5	66 7	1872 83-'85		of July 1 1866.	1,267,000	6	Jan. & July.	69-74
(sterling)	770,500 782,800	5	Jan. & July.	70-'86 1886	****	New Jersey—War Loan of 1861 (free) of 1868 (free)	1,599,800	6	Jan. & July.	69-'84 86-'96
neas-*State Bonds (Real Estate Bank) .	660,200 886,000	8		94-'95 1861	100	New York—General Fund Stocks	593,409	6	66 66 1	97-'02
brnia—Civil Bonds of 1867	440,000	6	Jan. & July.	1868			700,000	6	J. A. J. & O.	1870 1878
1860	3,066,500 177,500	7	.6 46	1877 1880			1,189,781	6 5	11 11	1875
Soldiers' Relief Bonds Bounty Bonds Bounty Bonds Bounty Bonds	470,500 982,000	7	es 65 /7	83-185 83-185		-Canal Stocks	348,107	5	"J. A. J. & O.	pleas. 1872
necticut—War Bonds, My, '81,(10 or 20yr)	- [6	Jan. & July.	71-'81 72-'82	1001		5,726,800	6	" "	1873
Nov., 1868	7,513,692	6		1883			500,000	6	4 4	1874
May 1, 1865, (free)		6	24 - 44	1885			2,035,800	5	46 46	1877 1874
da-State Bonds	867,500	8		Var.		- Bounty Stock	3,757,000	7 2		1877
gia-State Bonds (W. & A. R. R.)	100,009	7	44 44	Var. 1870		North Caronna—State Bonds (old)	8,511,000		.&J.orA.&O.	69-'91
	176,000 3,164,500	7 1	May & Oct.	1870 1886	914	·· (new)	3,200,000	6 3	an. & July.	92-'98 1900
(Act March 12, 1666) (W. & A. R. B.)	1,519,000	6	41 46 16	8-174	854	Ohio-State Loan (New York)		6 3		1898 1870
(Atl. and Guif R. R.)		6 1		1874		(")	1,000,000	6	65 66	1875 1881
ois—New Internal Improvement Stock		6 3		1869		Union Loan (Columbus)	2,400,000	6		1886
-Interest Bonds	996,649	6	11 11	I ONT	100	Oregon—Bounty Bonds	94,015	7 3	an. & July.	1884
Refunded Stock	985,900	6	46 46 76	9-77	100	- Relief Bonds	, 1	6	Various.	1874 Due.
-War Loan Bonds	543,200	6	46 66	1879	100		1,040,100	5	an. & July.	1870
-Ill. and Mich. Canal(sterling)	585,367	6		1870		Coupon Loans	4,724,000	5	Various.	12-182
na—State Stock	2,322,925	5 J	an. & July. 1	1866	***	Inclined Plane Loan	400,000	6 4	pril & Oct.	1879
—State Bonds of 1858 —War and Defense Bonds of 1861	200,000		an. & July. 1	1868			7,909,600	6	" "	1872 1877
as-War Bonds, 1861-'67	750,000	7 J	an. & July. '7	0-97		** ** ** ** ** **	9,273,050	6	66 66 19	1882
-Territorial Debt Bonds	1,421,000	6 A	pril & Oct. '7	1-'72			2,820,750	6	4 4	1871
	339,000	6 A	lay & Nov. 1	879		·· - · · of 1862	1,157,000	6 A	far. & Sept.	1882
-Military Bonds	635,000	6	Various. '8	0-'93		·· - · · of 1863	776,000	B J	an. & July.	1883
(Railroads)	2,092,000	6	Various. '6	893 9-'06	69	South Carolina—Fire Loan, 1838	314,454	6 J	A. J. & O.	1894 1 1870
(Levees)	1,000,000	6	Various. 1	886	73	-State House Loans	484,445 2,386,000	5	an. & July."	1868
	3,000,000	6 N	11 18 1	907		-Blue Ridge R. R	1,000,000	8	66 277	5-'79 0-'90
Civil Loans	494,800	6 N		88'-6	95å 68	Tennessee—State Bonds	1,398,640	5 A	pril & Oct.	Var.
-War Loan of 1861	171,000	6	Various. '7	5-778	974		1,706,000	0 1	" "	"
1863 1864	525,000	6 3	lar. & Sent. 1	888	01	-Railroad Endorsements	2,172,000	R	" "	Var.
-Bounty Loan of 1863. and-Sterling Bonds of 1838	475,000	6 F	eb. & Aug. 1	889	180	-Funding Bonds		8	" "	"
	802,000	5 J	AJAOI	GRE !		Vermont-State Bonds	1,026,000		une & Dec. '7	
Correspondent 1887	1,214,580	5		9-'90		Virginia—State Stock	0,653,962	J	an. & July. I	1-'78 .
1827	24,000	5	a a 1	000	951	Bonds 1	2,331,500		4 4	"
		6	11 11 181		96	-Funding Stock	2,880,801	3	4 4 78	870 0-'90
—Defense Loan of 1864-'68	46,232	5	" 1	890	954	Guaranteed Bonds	1,735,380			Var.
-Bouth Relief Loan of 1867		8		878	021	West Virginia—No Debt	167 800		n. & July. '7	

THE VALUE OF THE PARTY OF THE P

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	ate	The latest	-	Payable.	Due.	Price	Description of Bonds	Amount.	nte		st Payable.	Das	1 2
		*	When	1.	Where.	A	A			×	When.	Where.	-	1
dirondack:	4015 000	,	Ton &	Tealer	Now York	1000	1	Catawissa:	4971 000	-	Poh & A	ng. Philadelphia.	1882	9
1st Mortgage Ibany and Susquehanna:	\$915,000	1	Jan. &		New York.	1886		1st Mortgage Cedar Falls and Minnesota:	1	1	Contract Contract	The second	Course 1	E
1st Mortgage	1,000,000		Jan. & May &		New York.	1888 1895		1st Mort. (C. F. to Waver. 14 m.)	294,000 1,407,000	77	Jan. & Ju		1885	*
2d Mortgage for \$2,000,000	2,000,000	7	April &	Oct.	" "	1885	93	1st Mort. (W. to Minn. L. 67 m.) Cedar Rapids and Missouri River:		133	100	Mark Street	2000	
8d Mortgage	175,000	7	May &	Nov	" "	1889	****	1st Mortgage Central Branch Union Pacific:	3,586	7	Jan. & Ju	ly. New York.	1916	9
3d Mortgage llegheny Valley: General Mortgage 1st Mortgage Eastern Ex	3,785,000					1896		1st Mort. (Atchison & Pike's P.)	1,600,000				196-196	
1st Mortgage Eastern Ex Bonds to State of Pennsylvania.	3,500,000					••••		2d Mortgage Governm't subsidy. Central of Georgia:	1,600,000	6	Jan. & Ju	uy.	195-196	
ndroscoggin:			1				3.5	1st Mortgage. Central of New Jersey:	786,000	7	March & Se	pt. Savannah.	1875	8
1st Mortgage	425,000	6	April &	Oct	Portland.	1890		1st Mortgage	900,000	7	Feb. & A	ug. New York.	1870	10
1st Mortgage (New York)		7*	April &	Oct.	London.	1879		2d Mortgage	600,000	7	May & N Feb. & A	OV. " "	1875	10
1st Mortgage (Pennsylvania) 1st Mortgage (Ohio)	0 000 000	7	44	u	New York.	1877 1876		New Loan for \$5,000,000 Central Ohio:			reu, a A	The Children Per	919,6300	
1st Mortgage (Ohio)	6,000,000	4	June &		London.	1882 1884		1st Mortgage	2,500,000	6	March & S	ept. New York.	1890	1
1st Mortgage (Silver Creek Br.).	1111	7.	April & March &	Sept.	66	1884		1st Mortgage (on 725 m.) free	26,010,000	6	Jan. & J	lly. New York.	1895	1
2d Mortgage (New York)	3 000 000	7.	April &	Oct.	New York.	1881 1882		1st Morigage (on 725 m.) free 2d Morigage (paid by Cal.) Convertible bonds	1,500,000	7	4		1885 1883	1
2d Mortgage (Pennsylvania) 2d Mortgage (Ohio) 1st Consolidated Mortgage	3,000,000	7*	Jan. &	July.	London.	1883		National Loan	26,010,000	6			1895	
2d Consolidated Mortgage	7,000,000	7	April &	Oct.	# #	1895		Charlotte and South Carolina:	334,000	7	Jan. & J	aly. New York.	1880	
Income Mortgagetlantic and Gulf:	8,701,806		46	*	66	18— 18—		1st Mortgage for \$500,000 Cheraw and Darlington:	002,000	1	100		400	
tiantic and Gulf: 1st Mortgage Consolidated	2,000,000		- 4		New York.	1898		1st Mortgage Chesapcake and Ohio (Va. Cent.)	150,000	7	Jan. & J	aly. Charleston.	1870	1
tlantic and St. Lawrence:		1						1st Mortgage for \$15,000,000		. 6	May & N	ov. New York.	1900	1
Portland City Loan (skg fund) . 2d Mortgage	1,500,000 1,614,500		April &		B. & N. Y. Portland.	'68-'70 1866	991	Cheshire: Company bonds	771,800	0 6	Jan. & J	aly. Boston.	'75-'8	0 1
2d Mortgage, sterling	885,500	6			London.	1866		Chester Valley:					1670	1
Sterling Loan		0.	May &	Nov.	44	1878		1st Mortgage Chicago and Alton:	500,00	0 7	May & N	ov. Philadelphia	1012	T
Loan of 1855	863,250		Jan. &	July.	Baltimore.	1875	94	1st Mortgage, pref. sinking fund	402,00			ov. New York.	1877	1
Loan of 1850	579,500 1,710,500			Oct.	"	1880 1885	931	1st Mortgage 1ncome bonds (2d Mortgage)	2,400,00 1,100,00				1883	
Loan of 1853 Baltimore City Loan of 1855 Northwestern Vo. P. P. 9.1 Most	5,000,000	6	Jan. &		a	1890		Chicago, Burlington and Quincy: Trust Mortgage			100		1883	1,
Northwestern Va. R. R. 2d Mort Northwestern Va. R. R. 3d Mort	458,500		"	66	66	1873 1885		Trust Mortgage, convertible	3,078,00			ally. New York.	1883	1
ay de Noquet and Marquette:			Amell &	Ont				2d Mortgage	941.00	0 4	uly.	Frankfort.	1890 1890	1
1st Mortgage Incomeellefontaine:	200,000	8	April &	Oct.	New York.	'70-'71		Company bonds Chicago, Cincinnati and Louisy.:	. 680,00	0 7	March & S	ept. New York.	1000	1
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. &	July.	New York.	170-190		lst Mortgage for \$1,000,000	. 400,00	0 7	Jan. & J	uly. New York.	1887	1
ellefonte and Snow Shoe: 1st Mortgage	99,000	6	Jan. &	July.	Philadelphia.	1876		Chicago and Great Eastern: Construction	400,00	0 7	April &	Oct. New York.	1895	1
elvidere Delaware:					-			Income	. 300,00			4 4 4	1895	1
1st Mortgage (guar. by C. & A. 2d Mortgage (guar. by C. & A.	500,000	6	March &	Sept.	New York. Princeton.	1877 1885	85	Chicago, Danville and Vincennes 1st Mortgage S. F.	2,500,00	0 7	* April &	Oct New York	1909	
3d Mortgage (guar. by C. & A. lue Ridge, S. Car.:	745,000	6	Feb. &	Aug.	"	1887	84	Chicago, Iowa and Nebraska:	1		-		1881	1
1st Mortgage of \$2,500,000		7	Jan. &	July.	Charleston.	1898		1st Mortgage. Chicago and Milwaukee , (45 m'ls)	1,110,00	1	-		1	1
Sterling Loans	9.051.890		April &	Ont				1st Mortgage (C. and N. W.) Chicago and Northwestern:	. 397,00	00 7	May & 1	Nov. New York.	1874	
Dollar Loan	798,000			4	London. Boston.	1875		Pref. sinking fund b'ds (193 m.)	1,249,50	00 7	Feb. & A	ug. New York	1885	
let Mortgage	400,000		Jan. &	July		1884		Funded Coupons	. 755,00 3,594,50	1 00	May & I	Vov. " "	1883 1885	
loston, Concord and Montreal:					Boston.			1st Mortgage, Appleton Ext	184,00		4	4 4 4	1885	1
2d Mort. (Conc. to War. 71 m.) 2d Mort. conv. (1st M. on 22 m.	204,000			Aug.		1865 1870	941	1st Mortgage, Appleton Ext 1st Mortgage, Green Bay Ext. Equipment Bonds Mississippi River Bridge Bonds Elgin and State L. purchase b'd	300,00		April &	0 4 4 4 W	1885 1874	1
2d Mort. conv. (1st M. on 22t m.	250,000	0 7	66	44	Boston. New York.	1870	202	Mississippi River Bridge Bonds	200,00	00	Jan. & J	ulv. " "	1884	
Sinking Fund Mortgage Soston, Hartford and Erie:	496,000	0 6	"	"	Boston.	1889	894	Elgin and State L. purchase b'd Consolidated sinking fund bond	ls 189,00 ls 3,296,00	00	F. M. A.	M 4 4	1878 1915	1
1st Mortgage (old)	600,000	0 7		Sept.	Boston.	1884	53	Equipment Bonds	1,375,00	00 10	May &	Tov. " "	168-17	71
1st Mortgage (new) for \$20,000,00 Boston and Lowell:	0	. 7	Jan. &	July	. "	1899	26%	1st Mort. (Gal. & Chic. U. R. R. 2d Mort. (Gal. & Chic. U. R. R.	.) 1,919,00 .) 1,029,00		Feb. & May &	Luk.	1882 1875	
Convertible bonds	. 101.00		Jan. &	July	Boston.	1873		1st Mortgage (Peninsula R.R.).	1,010,00	00	March & S Jan. & J	ept. " "	1898 1898	
Scrip centificates	900.00	0 3	April &	Oct	. "	1873	964	1st Mort. (Chi. & Mil. R.W. 85 m 1st Mortgage (Beloit & Mad. R	1,098,00	00	Jan. & J	uly.	1898	
Buffalo, Bradford and Pittsburg: 1st Mortgage	200,00	1			-	1879	98	Chicago, Rock Island and Pacific	:			A Turning	1000	-
Buffalo, Corry and Pittsburg:	. 580,00	0 7	Jan. &	July	New York.	1886		1st Mortgage (C. & R. I. R.R.). 1st Mort. (C., R. I. and P. R. R Chillicothe and Brunswick:	1,397,00		Jan. & J	uly. New York	1870 1896	
1st Mortgage (B., C. & P. of Pa 1st Mort. (Buff. & O.C. Cross-cut	100,00	0 7	Jan. &	July	Pittsburg.	18-		Chillicothe and Brunswick:	.) 7,375,00			The state of the s		- 1
Buffalo and Erie:	600,00	0 7	"	64	New York.	18-		1st Mortgage Cincinnati, Dayton and Eastern	. 500,00	90 8	May &	Nov. New York	. 1894	
Co. bonds (Buff. and State Line			June &	Dec	New York.	1870	86	1st Mortgage	. 465,00	00	Feb. & .	Aug. New York	1896	
Co. bonds (Buff. and State Line Co. bonds (Buff. and State Line	100,00			Nov		1873 1882		Cincinnati, Hamilton and Dayton 2d Mortgage (1st Mort. paid)	1,250,00	100	May &	Nov. New York	. 1880	
Co. bonds (Erie and Northeast)	300,00		March &	k Sept		1886		3d Mortgage	. 500.00	00		uly. " "	1885	
Buffalo, New York and Erie: 1st Mortgage	. 2,000,00	0 7	June &	Dec	New York.	1877	91	New Mortgage Cincinnati and Indiana:	282,00	00	7 "	100	1877	
2d Mortgage Burlington, Cedar Rapids & Minn	. 380,00		May &	Nov	New Tork.	1872	834	1st Mortgage	2,500,0	00	June &	Dec. New York		
1st Mortgage	600,00	0 8	Feb. &	A 110	New York.	1919	-	2d Mortgage Cincinnati and Indianapolis June	2,000,0	00	Jan. &	uly. " "	. 777	87
Surlington and Missouri River:			1			-	****	1st Mortgage	1.200.0	00	Jan. &	luly. New York		
Land Grant Mortgage 1st Convertible bonds	4,690,60		Jan. &	July	New York.	1893 1870	89	2d Mortgage 1st Mortgage (Newcastle Br.) Cincinnati and Martinsville:	800,0	00	June &	Dec. " "	1893 1884	
2d Convertible bonds	. 600,00	0 7	4	44	u u	1875	****	Cincinnati and Martinsville:	200,0			A STATE OF THE PARTY OF THE PAR		174
3d Convertible bonds	958,54	5 8	"	- 44	4 44	1894	102	1st Mort. (guar. by I. C. & Lat Cincinnati, Richmond & Chicago	400,0	00	7 Jan. & .	uly. New York	. 1895	
1st Mortgage, sinking fund	. 2,250,00	0 7	Jan. &	July	New York.	1889		1st Mortgage	560,0	00	7 Jan. & .	July. New York	. 1895	
lamden and Amboy: Sterling Bonds, skg fund £337,25	0 1,632,29	0 0	Jan. &	July	London.	1880	1	Cincinnati and Zanesville: 1st Mortgage	1,300,0	00	7 May &	Nov. New York	. 1893	
Sterling Loan, ako fund £366 90	0 1 948 00	0 5	* March	k Sept	46	1894	****	Cincinnati, Sandusky and Clev.	: '			200	100	
Loan for \$800,000 Loan for \$675,000	DAK OU		April d	e Oct	New York.	1870	99	1st mortgage Cleveland, Columbus and Cinc.:	976,0	00	7 June &	Dec. New York	. 1890	
Loan for \$1,700,000	1 700.00	0 6	Feb. &	Aug	. 4 4	1875 1883	93	1st Mortgage	425,0	00	7 June &	Dec. New York	. 168-	90
Consol. Mortgage for \$5,000,000	- 867,00 - 4,665,94	0 6	May &	Not		1889	90	Cleveland and Mahoning: 1st Mortgage	1		-		100	
lamden and Atlantic .						1889	96	3d Mortgage	850,0 587,0			Sept. " "	1876	5
1st Mortgage2d Mortgage	490,00	0 1	Jan. &	July	Philadelphia			3d Mortgage Hubbard Branch, 1st Mortgag Cleveland and Pittsburg:	e. 147,5	00	Jan. &	July. " "	1881	0
2d Mortgage Camden and Burlington County 1st Mortgage of 1867 for \$350 00 Cape Cod Central:	500,00				Annual Control of	1880	****	2d Mortgage (or 1st Extension)	1,130,0	000	6 March &	Sept. New York	. 1878	
1st Mortgage of 1867 for \$350 00	305,00	0	Feb. &	Aug	- Philadelphia	. 1897	87	2d Mortgage (or 1st Extension) 3d Mortgage (or 2d Extension) 4th Mortgage (or 3d Extension) Consol. S. F. Mort. (\$5,000,000)	1,597,0 1,106,4 376,0	000	7 May &	Nov. " "	1875	5
1st Mortgage	1	1	1	-	Language Co.	100	1 "	4 an moregage (or 3d Extension). 1.106,4	199	Jan. &	July.	1892	400

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	tate			Payable.	Due.	Price	Description of Bonds.	Amount.	ate	Interest	The state of the s	Due.	-
PRINCES OF THE	1 1	M	Wh	en.	Where	H	F	TREE THE PARTY OF THE	4	K	When.	Where.	9	
v., Painesv. & Ash. (L. Shore):	A500.000		Ton A	Tula	New York.	1874	94	Erie:	40 000 000			1 = (a) (b) es		1
st Mortgaged Mortgage	\$500,000 1,000,000	7	ii. a	auly.	- 46 - 46	1880		1st Mortgage	4,000,000		May & Nov. Marca & Sept.	New York.	1897 1879	1
d Mortgage	1,000,000	7	April &	k Oct.		1892	91	3d Mortgage	6,000,000	7	4 4	44 44	1888	1
Mortgageveland & Toledo (Lake Shore):	10,000		A med 1	h Oat	Now Vork	1867	31	4th Mortgage	4,441,000	7	April & Oct.	4 4	1880	1
veiand & Toleub (Lake Shorts), st Mort, (June, R. R. 1st Div.). st Mort, (June, R. R. 2d Div.) st Mortgage S. F. (Clev. & Tol.) d Mortgage (Clev. and Tol.) lumbia and Augusta:	13,000 116,000		April &			1882		5th Mortgage Buffalo Branch Bonds	926,500 186,400		June & Dec. Jan. & July.	44 44	1888 1891	1
at Mortgage S. F. (Clev. & Tol.)	2,015,000				44 44	1885	1031	Sterling Loan £800,000 Erie and Pittsburg:	4,844,444	6.	March & Sept.	London.	1875	1
d Mortgage (Clev. and Tol.)	1,000,000	7	April d	k Oct.	4 4	1886		Erie and Pittsburg:				Street, St.	100	4
umbia and Augusta:	410,000		Ton A	Tealer	New York.	1888		1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	1
umbia and Augusta. It Mortgage for \$1,000,000 umbus, Chicago & Ind. Cent.: onsol. 1st Mortgage skg fund	210,000		Jan. &	July.	New Tork.	1000		2d Mortgage New Mortgage	700,000 859,000	7	April & Oct. Jan. & July.		1875 1893	
onsol. 1st Mortgage skg fund	15,000,000	7	April d	& Oct.	New York.	1908	82	Evansville and Crawfordsville:	000,000		ount a oury.		1000	1
ambus and Indiana Central:			1	-	N N .	1000	0)	1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	
Mortgage	1,243,000		May &	Nov.	New York.	1886 1881	66	1st Mortgage of 1854 Rockville Extension 1st Mort	740,000		May & Nov.	" "	1869	
umbus and Hocking Valley:	1,250,000		0.00			TOOT	****	Fall River, Warren & Providence:	100,000	7	Feb. & Aug.		1881	
t Mortgage	262,500	7	Jan. &	July.	New York.	1897		1st Mortgage	200,000	7	- & -	Providence.	18-	
t Mortgage onsol. 2d Mortgage skg fund	5,000,000				4 4	1909		Flemington:		1			35.70	
amahas and Xonia!		7	March	& Slant	Columbus.	1890	346	1st Mortgage guaranteed Flint and Pere Marquette:	100,000	6	- & -	Princeton.	18-	
t Mortgage for \$500,000 necticut and Passumpsic Riv.:	240,000	4	DESIGNATION OF	a sept.		1000		1st Mortgage	1,520,500	7	- A: -	New York	18-	
t Mortgage sinking fund	500,000	6	June &	Dec.	Boston.	1876	941	Galena & Chic. Umon (C.N.& W.):	1,020,000			New Tork	10-	
t Mortgage sinking fund otes of '66 and '67, free	295,000	7	66	66	"	76-77	100	1st Mortgage	1,919,000		Feb. & Aug.	New York.	1882	
necticut River:		28	St		Danton	1070		2d Mortgage	1,029,000	7	May & Nov.	" "	1875	
t Mortgage	200,000	0	March	& sept.	Boston.	1878	98	Georgia : Bonds	592.000	,	TAT	America	F01 P	- 8
meeting: t Mortgage guaranteed	1,000,000	6	Jan. &	July.	Philadelphia.	1896	86	Grand Rapids and Indiana:	592.000		J. & J.	Augusta.	70'-7	
nherland and Pennsylvania:							001	1st Mortgage	167,000	7	Jan. & July.	New York.	1886	
* Mortgage for \$1,000,000	875,000		March	& Sept.	New York.	1891		Grand River Valley:					100	
Mortgage sinking rund	799,000	6	May &	Nov.		1885	****	1st Mortgage, guaranteed Grand Trunk (Ca.):	1,000,000	7	Jan. & July.	New York.	1886	
nberland Valley: t Mortgage	161,000	8	April	& Oct.	Philadelphia,	1904		1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18-	
Mortgage	109,500		66	4	44	1904		2d Preference Bonds	7,355,986	5*	16 44	44	18-	
Mortgage bury and Norwalk:		1			N7 57 1	1000		3d Preference Stock	3,414,094	4*	6 - 66	44	18-	
+ Mortgage	100,000	7	Jan. &	July.	New York.	1880		4th Preference Stock	25,592,860	4*	44 44	46	18-	
v., Urbana, Blooming. & Pekin: t Mortgage sinking fund	2,000,000	7	Jan. A	July	New York.	1908		Equipment Bonds Postal and Military bonds	5,840,000	0.4	April & Oct. Feb. & Aug.		18-	
vton and Michigan:			Zunii G	omj.	TON TONE	-		Great Western of Canada:	0,020,000	A 583	Look de, Aug.		TO	
t Mortgage sinking fund	2,802,000		Jan. &	July.	New York.	1881		Government Loan £573,688	2,782,387	6*	- &	Ottawa.		
Mortgage	642,000		March	& Sept.	41 44	1884		Mortgage Bonds £615,200	2,983,720	6*	- & -	London.	73-7	if
Mortgage	700,000		April	ac Oct.		1888		Morigage Bonds £547,000	2,652,950 226,500	54*	_ & _	44	'77-'7	3
t Mortgage, registered	149,000	7	March	& Sept.	New York.	1879		Stock Debentures £46,700 Great Western of Illinois: 1st Mortgage (W. Div.) 1st Mortgage (E. Div.)	220,000	9-	- & -		irred.	
Mortgage	135,000	7		b Dec.	46 46	1879		1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	
come Bonds	252,445	6		4	66 66	1879		1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	66 66	1888	
ton and Western:	275,000	7	March	& Clant	New York.	1882		1st Mortgage (General) 2d Mortgage		7	Mary & Nor	44 44	1888	
t Mortgage				& Sept.	a a	1905		Greenville and Columbia:	2,000,000	1	May & Nov.		1893	
aware:	200,000	-	Junio. Ca	ouly.			****	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	
t Mortgage	500,000		Jan. &	July.	Philadelphia.	1875		Hannibal and St. Joseph:					-	
uaranteed Bonds			44	44	44	1875		Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	
tate Loan	170,000		66		44	1876 1880		Convertible bonds	800,000	7	Jan. & July.	46 44	1883	
aware, Lackawan, & Western	100,000		-	-	-	1000		Eight per cent. Loan	1,000,000	10	4 4	4 4	1874 1872	
MOPE (14 OC VV.) IUI BBUU,UUU.	564,000	7	Jan. &	July.	New York.	1871	100	Ten per cent. Loan	500.000	10	- &	65 66	1869	
at Mort. (East. Ext.) \$1,000,000.	1,111,000		April	& Oct.	- " "	1875	951	1st Mort. (Quincy and Palmyra, 1st Mort. (Kan. City & Cameron)	500,000	8	- &	66 66	18-	
Mort. (General) for \$2,600,000	1,633,000	1	March	& Sept.	" "	1881	94	Harrisburg and Lancaster:	1,200,000	10	- & -	44 44	1891	
Moines Valley: st Mortgage (on 154 miles)	2,310,000	8	Aneil	& Oct.	New York.	1877		1st Mortgage, guaranteed	700.000	a	Jan. & July.	Philadelphia,	1889	
ncome Bonds	462,000	7	Jan. &	July.	4 4	1884		1st Mortgage, guaranteed Hartford and New Haven:	100,000		oun a outy.	I madeipma,	1000	
roit and Milwaukee:								1st Mortgage	927,000	6	Jan. & July.	New York.	1873	
t Mortgage, convertible	2,500,000			Nov.	New York.	1875		martioru, r tovidence and r ishkili:		1				
Mortgage t Mortgage Funded Coupons				Tules	4 4	1875 1875	****	1st Mort. (R. Island 26.32 m.) 1st Mort. (Connecticut 96.04 m.)			Jan. & July.	Providence.	1876	
Mortgage Funded Coupons.	377,115			Nov.	. 4 4	1875	****	Hempfield:	1	1		Hartford.	1876	
onds of June 30, 1866, (cond).	1,861,639				44 44	1886		1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	
1 Mortgage Funded Coupons. onds of June 30, 1866, (cond). roit, Mon. & Tol. (M.S & N.I.	-				37		-	Housatonic:	1				1	
it Mortgage roit and Pontiac (Detr. & Mil.)	924,000	7	Feb. d	k Aug.	New York.	1876	924	1st Mortgage	191,000	7	Jan. & July.	Bridgeport,	1002	
t Mortgage	100,000	7	Ton A	Toler	New York.	1878	-	Houston and Texas Central:	100,000	7			1885	
t Mortgage	150,000		April	& July.	44 44	1878		1st Mortgage (L.G.) sinking fund	2,600,000	71	Jan. & July.	New York.	1891	
Mortgage	250,000			k Aug.	44 44	1886		Hudson River:			1		L CON	
buque and Sloux City:	000.000				Nom Trans	1000		1st Mortgage 2d Mortgage, sinking fund			Feb. & Aug.	New York.	1870	
at Mortgage (1st Division)	300,000			July.	New York.	1883 1894	96	3d Mortgage	2,000,000		June & Dec. May & Nov.	"	1885 1875	
st Mortgage (construction) inking Fund (convertible)	1,000,000	7	May d	k Nov.	66 66	1888		Huntington and Broad Top Mt.:		1		-1	2010	
buque Southwestern:		1	-			1		1st Mortgage			April & Oct.	Philadelphia		
at Mortgage, preferred	100,000			July.	New York.	1895		2d Mortgage		7	Feb. & Aug.		1875	ķ
d Mortgage, ordinary t Brandywine & Waynesburg	450,000	7		66		1895		Illinois Central:	887,04	7	April & Oct.	44	1895	
at Mortgage	140,000	7	Feb. d	k Ane	Philadelphia.	1882		Construction	3,187,50	7	April & Oct.	New York.	1875	
t Pannsylvania:		1		- asug				Construction	332,00	6	44 44	44 44	1875	
Mortgage, Sinking Fund	506,900	7	April	& Oct.	Philadelphia,	1888		Redemption	2,500,50	6			1890	
t Tennessee and Georgia : ennessee Loan (old)	1 007 000		Ton 4	. T-1	Now Wast	1990		Redemption, sterling	2,500,00	6	u	London.	1875	-
ennessee Loan (1866)	430.277			L July.	New York.	1882 1898		1st Mortgage	300.00	7	Feb. & Aug	New York.	1882	
fortgage (old)	640,000	6	13	44	66 66	1880		Indianapolis, Cin. and Lafavette:		1		LIOW LOIK,	1004	l
fortenge (new)	- 136,400			- 44	66 66	1880		1st Mortgage	2,500,00	7	Jan. & July.	New York.	1886	
t Tennessee and Virginia:	1 500.000	0	T		N. T.		1	1st Mortgage (Ind. and Cin.) Indianapolis, Crawfordsv. & Dany.	500.00	7	April & Oct.	44 44	1888	
ennessee Loan (old) ennessee Loan (1866)	1,599,000	0 6	Jan. d	k July	New York.	1888	****	1st Mortgage		-	Jan & Tul-	Now Vont	1000	
ennessee endorsed bonds	178,000			44	64 44	1898		Indianapolis and Madison:		7	Jan. & July.	New York.	1888	1
stern:						10	****	1st Mortgage	612,00	0 7	May & Nov.	New York.	1881	
Rate Loan (1st Lien)	275,000	0 5	J. A.	J. & O	Boston.	68-172	2	Iowa River:				12000		
A Moselagge (convert, sterling).	. 1 490 00	0 5	Jan.	& July	London.	1872		1st Mortgage (Eldora R. R.)	272,00	0 7	Jan. & July.	New York.	1588	į
d Mortgage, convertible at Mortgage, (Essex Railroad)	73.3,000	0 6	Feb.	Aug	Boston.	1874	973	Jackson, Lansing and Saginaw:	1 405 00	0 -	You & Yele	Now Wast	1004	
1 and of 1868	500.00	0 0	March	& Stant	- 66	1876 1889	Part	1st Mortgage	1,495,00	8	Jan. & July	New York.	1884	1
cetteld and Kentucky:	1	1		- w sopi	1	1000	344	2d Mortgage	. 397 00	0 7	April & Oct	New York.	1873	3
	870,000	0 6	Jan.	& July	. New York.	18-		Jeffersonville, Madison & Indian.	:		Total Land	1 1 m	145201	
-tee and Williamsport:	1					1		1st Mortgage	1,961,00	0 7	April & Oct	New York.	1906	
ME DELEMENTO	- 1,050,000	7	Jan.	& July	. Philadelphia	1880	'96	1st Mortgage, guaranteed, S. F. Joliet and Northern Indiana:	500.00	0 0	Jan. & July	No. 10. 1	1883	
ncome Bonds	a.) 570 000						60					New York.		

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

Description of Bonds.	Amount.	ate		-	Payable.	Due.	Price	Description of Bonds.	Amount.	ate.			Payable.	ne.	1.
		M	When	n.	Where.	А	A		D.Z.	M	Whe	n.	Where.	Dae	16
unction, Philadelphia:	900 000			0.1	TH. II. 4.4.41			Mobile and Montgomery:		ed.	3 T.	/swe	John Principle	Statin.	1
let Mortgage, guaranteed entucky Central:	300,000	0	April &	Oct.	Philadelphia.	1990	89	Mobile and Ohio:	\$1,200,000	8	May &	Nov.	New York.	1888	ŀ
1st Mort. (Covington & Lexing.)	\$128,000	7	- 4	-	New York.	1873		1st Mortgage, Sterling	4,593,000	60	May &	Nov.	London.	1882	ı.
2d Mortgage (do.)	794,000 237,000	7	_ &	_	4 4	1883 1885		1st Mortgage, Sterling		8*	Ton to	Tooler	Mobile.	1882	T
eokuk and St. Paul:	THE PARTY OF THE P	10/	E	0110		1000		Income of '61, '62, '65 and '67	1,669,800 388,900	6	May &	Nov.	New York. Mobile.	1891 1867	1
1st Mortgage, sinking fund, conv. noxville and Charleston:	400,000	8	May &	Nov.	New York.	1879	99	Liquidation (10 year) bonds	556,421	8	"	44	New York.	1876	1:
Tenn. State Loan	450,000	8	Jan. &	July	New York,	1898	1.2	Interest bonds	697,900	8	"	"	Mobile.	1882	1
noxville and Kentucky:			oan. a	oury.	New LOIK,	1090		Montgomery and Eufala: 1st Mortgage, endorsed by Ala	129,000	8	March &	Sept.	New York.	1886	1
Tenn. State Loan (old)	1,310,000		Jan. &	July.	New York.	1890		Montgomery and West Point:		66		-	After Text colours	a care o	4
Tenn. State Loan (new) ackawanna and Bloomsburg:	800,000	0				1898		Income Bonds	100,000		Jan. &	July.	New York.	1871	1
1st Mortgage	900,000	7	Jan. &	July.	New York.	1875		Mortgage Bonds	306,900 719,500		"	44		1876 1881	1
1st Mortgage (Extension)	400,000	7	March &	Sept.		1885		Morris and Essex:			50	-	7.1		4
2d Mortgage	500,000 400,000		April & May &	Oct.	- 45	1880		1st Mortgage, Sinking Fund	5,000,000	7	May &	Nov.	New York.	1915	1
ake Erie and Louisville:			may a	1101.		1090		2d Mortgage Nashville and Chattanooga:	3,000,000		Feb. &	Aug.	711111111111111111111111111111111111111	1891	á
1st Mortgage for \$1,600,000	500,000	7	Jan. &	July.	New York.	1893		1st Mortgage, endorsed by Tenn	1,569,000	6	Jan. &	July.	New York.	1890	4
wrence: 1st Mortgage	360,000	7	u	44	Pittsburg.	1886		Tenn. State Loan	150,000		"	"	4 4	1892	ä
ehigh and Lackawanna:	000,000				Treesburg.	1000		Tenn. Coupons Funded Nashville and Decatur:	426,270	6		-	Market S	1892	ä
1st Mortgage (tax free)	200,000	7	Feb. &	Aug.	Philadelphia	. 1897	89	Tenn. State Loan	2,465,176	6	Jan. &	July.	New York.	190-19	2
ehigh Valley: 1st Mort. (exchangeable for new)	1 000 000		35 6-	37	n		1	Income Bonds (Tenn. and Ala.)	205,000	10	April &	Oct.	Nashville.	1870	ā
New Mortgage, free of taxes	1,917,000	6	May & June &	Nov.	Philadelphia	1873	100	2d Mortgage	500,000	6	"		New York.	1887	
1st Mortgage (Hazleton)	149,500	6	Jan. &	July.	и	1878	971	Tenn. State Loan	2,672,000	6	Jan. &	July.	New York.	'88-'9	14
ittle Miami:				-			100	2d Mortgage	792,050		4	"	4 4	71-8	13
1st Mortgage Cincinnati Loan	1,489,000	6	May &	Nov.	New York.			Naugatuek:	- STIEST		Ton .	Total	Data	100	j
ittle Rock and Fort Smith:		0			Cincinnati.	1880		1st Mortgage, Convertible Newark and New York:	166,000	1 7	Jan. &	July.	Bridgeport.	1876	
1st Mortgage for \$3,500,000		6			Boston			1st Mortgage	600,000	7	Jan. &	July.	New York.	18-	ĺ
ittle Schuylkill: 1st Mortgage, sinking fund	807 500	-	Ameit .	0-4	Philadelate	1000	1	Newburg & New York (Oct.1, 68)	c c			1		3114	
ong Island:	301,000	1.	April &	Oct	Philadelphia	. 1877	99	1st Mortgage New Bedford and Taunton:	. 250,000	7	Jan. &	July.	New York.	18-	
1st Mortgage	500,000	6	Jan. &	July.	New York.	1875		1st Mortgage	174.000	6	Jan. &	July.	Boston.	1881	
Hunter's Point Extension Glen Cove Branch		7	Feb. &	Aug.	44 4	1890		New Brunswick and Canada:		10			O COST OTHER	1	
ouisville, Cincin. and Lexington:	150,000	6	May &	Nov.	" "	1893		1st Mortgage, Sterling £220,000. Newcastle and Beaver Valley:	. 1,100,000	6	May &	Nov.	London.	1867	
1st Mortgage for \$3,000,000	2,628,000	7	Jan. &	July.	New York.	1897	1	1st Mortgage for \$150,000	125,00	7	May &	Nov	Philadelphia	1882	
ouisville and Frankfort:		1						2d Mortgage for \$100,000			March &	& Sept.	" madeipina	1877	
1st Mortgage Louisville Loan	88,000 100,000	6	Jan. &	July.	New York.	'70-'7	3	New Haven and Darby:			1 2 2		Lateral	i linar	
ouisville and Nashville:	100,000	. 6	-			1881		1st Mortgage New Haven and Northampton:	300,00	7	May &	Nov.	New York.	1888	
let Mortgage, Main Stem	1,424,000	7	Jan. &	July.	New-York.	'69-'7'	7 98	1st Mortgage	450,00	0 7	Jan. &	July.	New Haven	1869	
1st Mortgage, Memphis Branch. 1st Mortgage, Bardstown Branch	267,000		May &	Nov.		'70-'7	96	1st Mort. (Hamps. & Hampd.).	200,00		April &	k Oct.	"	1874	
1st Mort, Leosmon Disner Est.	AN. (HH)		Jan. & May &	Nov.		1870		New Jersey: Company Bonds (var. issues)	950.00		Dab &	A	NT TT 1		
Louisville Loan, Main Stem	849,000		April &			'86-'8	7	New London Northern:	. 800,00	0	Feb. &	Aug.	New York.	75-18	5
Louisville Loan, Main Stem Louisville Loan, Lebanon Br Louisville Loan, Leb. Br. Ext	225,000	6	May &	Nov.	44 46	1886		1st Mortgage	. 60,00	0 7	Jun. &	Dec.	New London	1. 1875	
Consolid. 1st mort. for \$8,000,000	333,000 2,000,000		April &	Oct	4 4	1893 1898		1st Mortgage, Extension	. 370,00		March	& Sept.	"	1885	
Consolid. 1st mort. for \$3,000,000 ouisville, N. Albany & Clucago. 1st Mort., New Albany & Salem facon and Brunswick:	2,000,000					1000	90	New Mortgage N. Orleans, Jackson & Gt. North	230,00	0 7	April d	e Oct.	New York.	1888	
1st Mort., New Albany & Salem	2,235,000	6	- &	_	New York.	1892		1st Mortgage for \$3,000,000	. 2.741.00	0 8		July.	New York.	1886	
	140,000	1 7	Jan. &	Tuln	Now West	1001	1	2d Mortgage for \$1,500,000	. 1,157,00	0 8		k Oct.	" "	1890	
Sahanoy and Broad Mountain:	140,000		oan. a	July	New York.	1881		N. Orleans, Opelousas & Gt. Wtr. 1st Mort. construction (80 m.).		0 0	April d	b Oot	New York.	1889	
1st Mortgage	250,000	6	Jan. &	July.	Philadelphia	1884		2d Mort. (F.) for \$1,000,000 (80m.				July.	" "	1887	
laine Central: \$1,100,000 Loan	1 005 000		Dah &	A	D	100 10		New York Central:	A sunt		1			A CORNER	
4400.000 Loan	307.700	6	Feb. &	Dec	Boston.	'90-'9		Premium, Sinking Fund Bonds	5,946,68 1,514,00			Nov	New York	1883	
Bangor City Loan	621,000	6	April &	Oct	u	1874		Funding, Sinking Fund Bonds. Bonds for B. & N. Falls R.R.Co	76,00	0 6	May &	Nov.		1876 1883	
2d Mort. (Penob. & Ken. R. R.) Iarietta and Cincinnati:	300,000	6	Feb. &	Aug	Bangor.	1870		Bonds for railroad stocks	. 592,00	0 6	4	46		1883	
1st Mortgage	2,454,342	7	Feb. &	Ana	-Baltimore.	1001		Bonds for real estate Bonds and mortgages	162,00	0 6	"	ш	4 4	1883	
1st Mortgage, Sterling	1.050,000	7	66	64	London.	1891 1891	92	Convertible bonds	210,00	7	Feb. &	Aug.	4 4	1876	
2d Mortgage Scioto and Hocking Valley	2,500,000	7	May &	Nov	Baltimore.	1896	744	Renewal bonds of 1868			June &	Dec.	4 4	1887	
lemphis and Charleston:	300,000	7		"	44	1896		New York and Flushing:		1				40000	
Tonn, State Loan	1,817,937	6	Jan. &	July.	New York.	1890		1st Mortgage New York and Harlem:	125,00	7	- «		New York.	18-	
1st Mortgage, Convertible	1,293,000	7	May &	Nov.		1880		1st-Mortgage of 1853	3,000,000	7	May &	Nov.	New York.	1873	
2d Mortgage [emphis and Little Rock:	1,000,000	7	Jan. &	July	a a	1885		Consolidated mortgage of 1863.	1,797,000	7	Feb. &	Aug.	4 4	1893	
Tenn. State, endorsements	445,000	6	Jan. &	July	New York.	1890		New York and New Haven: 1st Mortgage	1 050 500		April d	Oct	Now York	LOWE	
Mortgage (road and land)	1,300,000	8	May &	Nov.	44 44	1890		New York, Providence & Boston	2,000,000	1	Inpin o	000	New York.	1875	ė
Ark, State Loan	900,000	7	Jan. &	July.		1897		1st Mortgage	250,000	6	Feb. &	Aug.	New York.	78-7	11
1 of Morelange, Sterling	467,489	G G	Jan. &	July	London	1000	1	Extension Bonds	250,000	6	May &	Nov.	4 4	1883	
1 Mortgage, sterling, convertible	500,000	8	March &	Sept.	London.	1872 1869		1st Mortgage	110,500	7	Jan. &	July	New York.	1877	Ŋ
1 Mortgage, Gonars, Convertion	1 004 500	8	4	44	New York.	1869		1st Mortgage	303,000	8	1 44	"	4	1877	
1st Mortgage, dollars, convertible Consol. Sinking Fund Mortgage	500,000 4,207,000			Oct	4 4	1882		2d Mortgage for \$300,000 North Eastern:	43,00	8	u	ш	Norfolk.	1872	
labigan Southern & North, Ind.	2,201,000	10	1			1882	120	1st Mortgage	700,000	7	March &	k Sent	Charleston.	1869	
1st Mortgage, Sinking Fund	6,728,000	7	May &	Nov.	New York.	1885	98	2d Mortgage for \$300,000	145,00		4	- Depar	"	1868	
2d Mortgage Detroit, Mouroe & Toledo Mort	2,693,000 924,000	7	The s	A	4 4	1877	934	North Missouri :	a 100 000				Carlo Paragle	00000	
ifflin and Centre County:	824,000	1	Feb. &	Aug		1876	924	1st Mortgage of 1865	4,000,000	7	Jan. &	July.	New York.	1895	
lat Mortgage	172,500	6	April &	Oct	Philadelphia	1885		2d Mortgage of 1868 North Pennsylvania:	*,000,00	1'	zipin e	U. Octo	The second second	1888	
ilwaukee & Chicago, (40 miles) 21 Mortgage, (C. & N. W. R. W	100.000				100			1st Mortgage	2,500,00	0 6	Jan. &	July.	Philadelphia	1880	
ad Mortgage, (" "	182,000		Jan. & June &	July	New York.	1874		2d Mortgage	360,00	0 10	April 4	k Oct.	"	1887	
ad Mortgage, (" "			oune &	Dec	The late	1898	4	2d Mortgage North Shore, L. I.:	276,50	1	- 4		Daniel Waller	18-	
1st Mortgage - 370 miles			Jan. &	July	New York.	1893	93	1st Mortgage	110,20	0 7	Jan. &	July.	New York.	1887	
2d Mortgage (P. du C.)	3,455,000		April &	Oct	46 46	1884	85	Northern Central:	1 200.00	1	Victoria II	Acres 1		W. 25, S	I
2d Mortgage (P du U.)	736 000	8	Feb. &	Aug	4 4	1898	1024	2d Mortgage, Sinking Fund	1,500,00	6	J. A. J	. de O.	Baltimore.	irred	i.
tet Mort. (Iowa and Minn. Div.	5,785,000	7	Jan. &	July		1898 1897	86	3d Mortgage, Sinking Fund	1.223.00	0	Jan. &	k Oct		1885	j
Insingippi Central:		1				74	90	Consol. Mort. for \$6,000,000	1,874,00	0 6	April &	July.	"	1900	
1st Mortgage	1,350,000			Nov	New York.	1873		Northern New Hampshire:	100.00		14.14.		I San Date.	10000	
% Mortgage Iississippi and Tennessee :	1,997,000	8	Feb. &	Aug		1876		1at Mortgage, guaranteed	120,60	6	April 4	e Oct.	Boston.	1874	
fississippi and Tennessee: 1st Mortgage. 2d Mortgage for \$1,300,000 4obile and Girard:	600,000			Oct	New York.	1876	1 solu	1st Mortgage	400,60	0 7	Jan. &	July.	New York	18-	
And Mortgage for \$1,000,000	939,000		Jan. &	July	4 4	1890		1st Mortgage North Western Virginia: 2d Mortgage (B. & O. R. R. Co. 3d Mortgage (B. & O. R. R. Co.			1-	43.16	M. S. of coll	A State of	
1st Mortgage Bonds	1	1				1877	1	11 20 MOTURAGE (B. & O. R. R. CO.	458,50	DI G	Jan. &	July	Beltimore.	1873	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	7	In		-	Due	2	Description of Bonds.	Amount.	Rate	Interest		Due
The state of the s	1 30	H	Whe	n.	Where.	A	Pric	a and a support	-	Z	When.	Where.	A
orth Carolina:	****				0. 5. 3	1000		Portland and Kennebec:					1000
Equipment Bonds of 1857 New Loan for \$800,000	\$339,000	8	March &	Bept.	Co.'s shops.	1867 1887		1st Mortgage	\$230,000	6	April & Oct.	Boston.	1883 1895
orwich and Worcester:		-	1		- Chi	and the	****	Pittsburg, Ft. Wayne & Chicago:	300,000	0		: Service	
1st Mort. (Mass. Loan) skg fund			Jan. &	July.	Boston.	1877		1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912
Construction bonds	124,500 45,000	77	Feb. &	Ang	46	1877		1st Mortgage (Series B)	875,000	7	Feb. & Aug.	4 4	1912 1912
Steamboat mortgagegdensburg and Lake Champlain:			200. 0	arug		1000	****	1st Mortgage (Series C)	875,000 875,000	77	March & Sept. April & Oct.	"	1912
1st Mort. conv. into pref. stock	985,000		Jan. &	July.	Boston.	1870	100	1st Mortgage (Series E)	875,000	7	May & Nov.	6 66	1912
Equipment Bondshio and Mississippi :	300,000	8			4-00	'09-'78	102	1st Mortgage (Series F)	875,000	7	June & Dec.	44 44	1912 1912
nio and Mississippi: let Mortgage, E. Div let Mortgage, W. Div let Mortgage, W. Div Consolidated Mort, for \$6,000,000 Closselidated Mort, for \$6,000,000 Closselidated Mort, for \$6,000,000 Closselidated Mort, for \$6,000,000	2,050,000	7	Jan. &	July.	New York.	1872	07	2d Mortgage (Series G) 2d Mortgage (Series H)	860,000 860,000	77	Feb. & Aug.	44 44	1912
1st Mortgage, W. Div	850,000	7	64	- 44	46 46	1872	97	2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1012
2d Mortgage, W. Div	556,000	7		-		1874		2d Mortgage (Series K)	860,000	7	April & Oct.	44 44	1912 1912
Consolidated Mort for \$6,000,000	221,500 1,652,000		April &		86 66	1882 1898		2d Mortgage (Series L)	860,000	7	May & Nov.	4 4	1912
Componented more prelimitation	83,420		48	44	London.	1898	88	2d Mortgage (Series M)	860,000 2,000,000	7 7	June & Dec. April & Oct.	44 44	1912
il Creek and Allegheny River:	0.450.000			AT	TM 11 1.1 1.1			3d Mortgage	153,000		May & Nov.	46 46	1876
1st Mortgage	8,170,000	7	May &	Nov.	Philadelphia.	1897	80	I have tyline and Sacramento.	007.000		T 4 T-1-	Can Mainelean	1894
Company Bonds	1,000,000	6	March &	Sept.	Boston,	1876	953	16 Mortgage	525,000	10 10*	Jan. & July.	a a a a a a a a a a a a a a a a a a a	1894
Company Bonds	458,000	6	April &	Oct.	"	1875	95	Pro dence, Warren and Bristol:	020,000	10			
Company Bonds	1,388,000	7	Feb. &	Aug.	66	1877	103	1st Aortgage			March & Sept.	Providence.	1872
range, Alexandria & Manassas : 1st Mort. (Alex. to Gordonsville)	400,000		May &	Nov.	New York.	1873		2d Mortgage	50,000	8	June & Dec.		1877
2d Mort. (Charlotte to Lynchb.)	1,130,500					1875	78	Quincy and Toledo: 1st Mortgage	500,000	7	May & Nov.	New York.	1890
3d Mort. "	573,500		May &			1873	85	Raritan and Delaware Bay:	000,000	•			
THE MOIL	331,700	8	March &	Sept.	Alexandria.	1880	764	1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888 1888
Va. State Loan	708,000 249,962		Jan. &	uty.	New York.	1882 1887	77	2d Mortgage	250,000	7	6 6	66 65	1876
sage Valley:			-	_	-		****	Equipment Bonds, convertible Reading and Columbia:	296,000	7			
1st Mortgage 5-20 years	200,000	10	Jan. &	July.	New York.	1888		1st Mortgage		7	March & Sept.	Philadelphia.	1882
wego and Rome. Int Mort. guar. by R. W. & O	350,000	-	May &	Nov	New York.	1010	1	2d Mortgage Rensselaer and Saratoga:	350,000	7.	June & Dec.	44	1884
Income			Feb. &		" IOFK.	1916	****	Rensselaer and Saratoga:	150,000	27	Jan & Jule	New York.	1873
rwego and Syracuse:		1		(1st Mortgage (R. & S.)	400,000	7	Jan. & July. March & Sept.	44 44	1886
let Mortgage			May &	Nov.	New York.	'70-'80		1st Mortgage (Sar. & Whitehall) 1st Mort. (Troy, Salem & Rutl.) 2d Mortgage (R. & S.)	500,000	7	May & Nov.		1890
Id Mortgage	375,000	7		-		1885		2d Mortgage (R. & S.)	450,000	7	Jan. & July.		'80-'8
Mortgage, construction	1,500,000	7	Jan. &	July.	New York.	1880	001	Richmond and Danville: Virginia State Loan	600 000		Jan. & July.	New York.	187-18
St. Louis Lom	700,000	6	**	66	66 66	71-73	96	Bonds guaranteed by Virginia.	161,600	6	" " "	66 66	75-77
1st (new) Mortgage	7,000,000	6*	Feb. &	Aug.	New York.	1888	971	Consolidated, coupon	1,298,000		May & Nov.	66 66	175-19
Inama:	416,000	78	April &	Oct	London.	1870	1	Consolidated, registered	408,500	6	66 44	Richmond.	175-19
1st Mortgage, Sterling	346,000	7#	in a	66	ii ii	1875	****	Rich., Frederickburg & Potomac:	פרי דים		Jan. & July.	London.	1875
2d Mortgage, Sterling		7*	Feb. &	Aug.	44	1872	****	Company Bonds, sterling Company Bonds, dollar	172,800	7	" " "	Richmond.	1875
sterson and Newark :	#00 000		Ton fo	Turker	M		****	Richmond and Petersburg:		•			2000
1st Mortgage guaranteed emberton and Hightstown:	500,000	7	Jan. &	July.	New York!	1888		Company Bonds (coup. & reg.).	130,500	7	June & Dec.	N. Y. & Rich.	1870
1st Mortgage endorsed	160,000	7	- de		New York.	1877		Company Bonds (coupons) Richmond and York River:	175,000	8	March & Sept.	r maderpma.	1010
1st Mortgage endorsed oninsular (Michigan):						1000	****	1st Mortgage.	600,000	8	- &	New York.	18-
1st Mortgage for \$16,000 per m	1,800,000	7*	May &	Nov.	N. Y. & Lond.	1899	95	Roanoke valley (R. & Dan.):				Disharana	180.15
onnsylvania: lst Mort. 2d Mort. Harrisb. to Pittsb.	4,972,000	6	Jan. &	July.	Philadelphia.	1880		1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69_'7
2d Mort. Harrisb. to Pittsb.	2,594,000		April &			1875	1021 102	Rockford, R. Island & St. Louis: 1st Mortgage, convertible, S.F. free	9.000.000	70	Feb. & Aug.	N. Y. & Lond.	1919
2d M. stg.)	2,283,840	6	- 4 -	"	London.	1875	102	Rock Island and Peoria :	3,000,000	•			
General Mortgage	1,545,000 3,232,755	6	Annil A	a U.	Philadelphia. Harrisburg.	1910		1st Mortgage	1,384,000	7	- 4 -	New York	18-
Short Bonds and Debentures	3,520,728	6	J. A. J.	& O.	Philadelphia.	169-171		nome, watertown of Ogdenso.:	571.000		June & Dec.	New York.	1891
ennsylvania and New York:		-					****	1st Mortgage, Sinking Fund Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	4 4	1880
1st Mortgage guaranteed	2,697,000	7	- de	-	Philadelphia.	18-	921	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	44 44	'69-'7
nsacola and Georgia:	1,185,300	7	Jan. &	July	New York.	10	1	Rutland and Burlington:	* ****		Dale & A.	Poston	1863
1st Mortgage	206,000	7	H H	a a	4 4	18-		1st Mort. conv. into pref. stock 2d Mort. conv. into com. stock			Feb. & Aug.	Boston.	1863
2d Morigage	255,000	8	66	61	66 66	18-	****	Sacramento Valley:	937,500	-			
eoria and Bureau Valley:	000 000		T-0. 0.	Total	N7 37 - 1		****	1st Mortgage	400,000	10*	Jan. & July.	New York.	1875
1st Mortgageeoria, Pekin and Jacksonville:	600,000	8	Joh, &	July.	New York.	18—	****	2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento,	1881
1st Mortgage	1,000,000	7	Jan. &	July.	New York.	1887	1.1	St. Joseph and Council Bluffs:	1 400 000	10	March & Sept.	Boston.	1893
erkiomen:				3 .		-	****	1st Mortgage (in Missouri 80 m.) 1st Mortgage (in Iowa 52 m.)	150,000			u	1893
1st Mortgage	255,000	6	- &	_	Philadelphia.	18-	80	1st Mortgage (in Iowa 52 m.) 2d Mortgage (" ")	500,000		- & -	ш	1882
erth Amboy and Woodbridge:	100,000		+		New York.	10		St. Louis, Alton and Terre Haute:			Ton A Ar	Now Vanh	1894
1st Mortgage, guaranteed hiladelphia and Baltimore Cent.:		_				18-		1st Mortgage (Series A)	1,100,000 1,100,000		Jan. & July. April & Oct.	New York.	1894
1st Mortgage	575,000	7	Jan. &	July.	Philadelphia.	1876		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	. 4	1894
huadelphia and Erie:	1,000,000	7	April &	Oot	Philadelphia.	1000		2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	84 44	1894 1894
1st Mortgage (Sunbury & Erie.) 1st Mortgage (General)	5,000,000	7	april a	u	a madeipma.	1877 1881	103	2d Mortgage preferred (Series D) 2d Mortgage Income (Series E). St. Louis and Iron Mountain.	1,700,000	7			1094
0.1 Mantenana	4,000,000	6	- 64	44	"	1901	923 854	1st Mortgage for \$4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892
3d Mortgage for \$3,000,000hiladelphia, Germant. & Norist	600 000	7	Jan. &	July.	44	1885	88	1st Mortgage for \$4,000,000 St. Louis, Jacksonville & Chicago:					
Convertible Loan	116,100		Jan 4	July	Philadelphia.	1000	1	1st Mortgage (\$15,000 per mile). 2d Mortgage (\$5,000 per mile) St. Louis and St. Joseph:	2,365,000	7		New York.	1884 1898
hiladelphia and Reading.	110,100	0	Jann et	ouly.		1882		St. Louis and St. Joseph	360,000	7	Jan. & July.		1000
Bonds of 1849	401,600		April &		Philadelphia.	1870	103	1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893
Bonds of 1861	106,000	6	Jan. &	July.	"	1871	96	St. Louis, Vandalia & T. Haute:					-
Bonds of 1857, convertible	2,497,800 171,500	6	66	46	"	1880	941	1st Mortgage, S. F., guaranteed. 2d Mortgage, S. F., guaranteed . St. Paul and Chicago :	1,900,000	7	Jan. & July.	New York.	1897
Bands of 1836. Sterling	182,400	5*	64	6-	London.	1886 1880	100	St. Paul and Chicago.	2,600,000	7	,		10-
Bonds of 1836, Sterling, conv Bonds of 1868 for renewals	288,000	7*	88	44	a	772-77		1st Mort. S.F. guar, for \$4,000,000		8	J. A. J. & O.	New York.	1900
Bonds of 1868 for renewals	2 255 000	6	April &	Oct.	Philadelphia	1893	83	1st Mort. S.F. guar. for \$4,000,000 St. Paul and Pacific 1st Division:		-		37 37	1000
Mort. bonds of '68, clear of taxes hiladelphia and Trenton:	2,255,000	7		-	Philadelphia.	1893	106	1st Mortgage (10 miles)	120,000	8	March & Sept. Jan. & July.	New York.	1892 1892
1 Mort (Clamden & Ambov) .	200,000	6	May &	Nov.	Philadelphia.	1868	1	2d Mortgage and Land Grant	1,200,000	7	June & Dec.	44 44	1892
hiladelphia, Wilmington & Ball.:					-			General Mort, stg. for \$780.000	1,200,000	74	Jan. & July.	London.	18-
Mortgage Loan, convertible	385,000	6	Anell &	July.	Philadelphia.		93	General Mort., dol. for \$2,020,000		7	u u	New York.	18-
Bonds of 1866 Bonds of 1867	1,600,000 945,000		April &	OCT.	4	'71-'76	94	St. Paul and Sioux City:	100 000		Ion & Tul-	New York.	1896
ittaburg, Cincinnati & St. Louis:						1887	****	1st Mortgage for \$16,000 p. m Salem and Lowell:	100,000	7	Jan. & July.	Atew LUIK.	1000
1st Mortgage, guaranteed itsburg and Connellsville:	4,008,000	7	Feb. &	Aug.	Philadelphia.	1900	-	1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876
ttsburg and Connellsville:					37	F 50	****	1st Mortgage Sandusky, Mansfield and Newark:	and the state of	9	Control Land	Summauri (m)	Dall but
1st Mort. (Turtle Creek Div.) 1st Mort. (new) for \$4,000,000 ort Huron and Lake Michigan 1st Mortgage for \$15,000 p.m otsdam and Watert. (R. W. & O.)	400,000	6	Feb. & Jan. &	July.	New York.	1889		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875
net Huron and Lake Michigan		- 7				1898	90	1st Mortgage	800,000	7	" "		1875
	1 800 000	74	May &	Nov.	N. Y. & Lond.	1899	95	Savannah and Charleston: 1st Mcrtgage \$5,000 per mile Schuylkill and Susquehanna:	500,000	,	Jan. & July.	New York.	1889
1st Mortgage for \$16,000 p.m	1,000,000												

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate		_		Payable. Where.	Due.	Price		Description of Bonds.	Amount.	Rate.		-	Payable.	Due.		Price
		-	. "	hen	-	w nere.	-	-	1-			H	W	hen.	Where		1	4
eaboard and Roanoke: 1st Mortgageelma and Meridian:	\$210,000 79,878		_	de		New York.	1880	••••		Vicksburg and Meridian: Consolidated Mort.—1st class " 2d class " 3d class	\$722,500 850,000 154,000	7	1	&Oct	Philadelphi	1890	0	
1st Mortgage	52,000			de	-	- & -			11.	" " 4th class	1,263,000	7	Jan.	&Jul.	44	1890		***
3d Mortgageelma, Rome and Dalton:	665,000		-	de	-	_ & _		••••	1	7 irginia and Tennessee :	494,000	6	Tuna	& Dec	New York	1	12	
1st Mort. (Ala. and Tenn. River)	838,000		Jan.	& de	July.	New York.	1872		11	1st Mortgage	23,500	6	44	. 46	11 11	187	2	884 744 66
2d Mort. (Ala. and Tenn. River)	241,100		66		66	66 66	1864		11		880,000	6	u	- 66	4 4	188	4	66
Gen. Mort. (S.R.&D.) free of tax hamokin Valley and Pottsville:	5,000,000	1	Apri	oc .	Oct.		1887		11	Income Bonds Funding Bonds (\$1,000,000)	138,500 736,000	8	"	u	4 4	186		84
1st Mortgage	700,000	7	Feb.	&	Aug.	Philadelphia.	1872		1	Warren:	N. F.			4.51	instance ()		1	Ori
heyboygan and Fond Lac: 1st Mortgage Sioux City and Pacific:	264,000	7	Feb.	A.	Avice	New York.	1884		11	1st Mortgage, guaranteed Warwick Valley:	511,400	7	Feb.	& Aug	New York	187	5 .	
lioux City and Pacific:		1.				New Tork.	1004			1st Mortgage	85,000	7	April	& Oct	New York	. 188	0 .	
1st Mortgage	1,628,320		Apri	1 &	Oct.	New York.	1898		1	1st Mortgage Western Alabama:					releas.	1200		-
and Kennebec:	1,628,320	6	Jan.	œ.	July.		1898	****	11	1st Mortgage, guar West Wisconsin:	500,000	7	April	& Oc	New York	188	88	
18t Mortgage	300,000			80	Dec.	Augusta.	1874		. 1	1st Mort. Land Grant, stg. conv West Chester and Philadelphia:	1,000,000	7	Jan.	& July	London.	188	4 :	
2d Mortgage	250,000	6	-		"		1876	****	1	West Chester and Philadelphia: 1st Mortgage, convertible	400.000	7	Ton	& July	Philadelphi		100	OF
1st Mortgage, reconstruction	55,000	7	Marc	h &	Sept.	New Haven.	1880		-11	2d Mortgage registered	1,000,000	8	April	& Oc	L nuaderph	n. 187		95
South Carolina:	0.010.04	1 5	T		T-1-	Tandan			11	West Jersey: Loan of 1883 for \$400,000 Loan of 1896 for \$1,000,000 Western (Boston and Albany).	-,,		15				20	
Sterling Bonds £452,912½ Sterling Bonds £59,0314	2,612,944 262,366			œ	July.	London. Charleston.	'71-'8		:11	Loan of 1886 for \$1,000,000	400,000 983,500	6	Jan.	& Sep	Philadelph			91
Sterling Bonds £59,031 Domestic Bonds	418,010	0 6			46	66	173-17	1	-11	Western (Boston and Albany).	200,000		1		10000	189	10	•••
Domestic Bonds	563,500 353,500	0 7			Oct.	44	'69-'7	2	-11	Sterling Loans, £899,900 Dollar Bonds Western Maryland:	2,051,52		April	& Oc				***
outh and North Alabama:		1	-	œ	oury.	:	'88-'9		1	Western Maryland:	798,00	0 6			Boston.	187	75	103
1st Mort. (\$16,000 p.m.) endorsed		. 8	-	de	-	New York.	1889			1st Mortgage, endorsed by Balt	200,00		Jan.	& Jul	Baltimore			92
South Shore: 1st Mortgage	150,000	0	Anri	1 &	Oct.	Boston.	1880	90	1	1st Mortgage unendorsed	400 00		"	46	11	189	90	80
outh Side, Va.:		6							11	2d Mort. for \$300,000, end. by B 2d M. for \$300,000, end. by W.Co	300,00	0 6	4	ac	. "	189		91
2d Mort., guar. by Petersburg . 3d Mort. (for City Point R. R.)	. 300,000 . 175,000			&	July.	Petersburg.				Western Pennsylvania: 1st Mortgage, guaranteed	1		Anut	. 0	DL11 2.			
4th Mortgage	317,00	0 6	66		и	66	'65-'6	2		Western Union ·	-,,	0 6	April	& 00	t. Philadelph	la. 188	83	8
4th Mortgage					33	New York.	'84_'9			1st Mortgage for \$5,000,000 Whitehall and Plattsburg:	4,000,00	0 7	Feb.	& Au	g. New Yor	186	96	
outh Side, L. I.: 1st Mortgage	750,00	0 7	Mar	ch &	Sept.	New York.	1887			1st Mortgage	250,00	0 7	Jan.	& Jul	New Yor			
outh Western:										1st Mortgage Wicomico and Pocomoke:	200,00				1	1	78	**
1st Mortgageouth West Pacific:	699,50	0 8	1	ario	us.	Macon.	75-'8	5		1st Mortgage	150,00	0 6	Jan.	& Jul	y. Philadelph	ia. 18	88	
1st Mort. guar. by Atl. & Pacifi	c 2.000,00	0 6	* Jan.	80	July.	New York.	1871			N. Car. State Loan	2,320,00	0 6	Jan.	& Jul	y. New Yor	100	92	
outhern Minnesota:									1	N. Car. State Loan		. 8	44	"	104 101	18		0
1st Mort. (10-20 yrs) \$20,000 p.n pringfield and Columbus:	r	- 8	Jan.	· &	July.	New York.	1888			Wilmington and Manchester:	mar 00	0 -	Tuna	& De	0 27. 77			
1st Mortgage	. 150,00	0 7	Jan.	de	July.	New York.	1871			1st Mortgage, 1st pref 2d Mortgage, 2d pref 1st Mortgage, 3d pref	· 725,00 · 146,00	0 7	86	44	16		86	**
taten Island:			-			1		1.		1st Mortgage, 3d pref	528,00	0 7	u			4 18		**
1st Mortgageterling Mountain:	200,00	10	Jan	. oc	July.	New York.	1886			Wilmington and Woldon:	80,00	0 7	May	& No	v. "	18	73	
1st Mortgage	350,00	00 7	1 -	- &	-	New York.	1874			1st Mortgage, Sterling	576,88	8 6	Jan.	& Jul	y. London	18	81	
Sullivan:	E00.00	0	Jan	8-	T1	Poston		1 -	1	2d Mortgage, Sterling	197,77	7	May	& No	V. "	18	886	9
1st Mortgage 2d Mortgage			O COAR		July		1875 1880			York and Cumberland (N. Cent.	508,00	7	Jan.	& Ju	y. New Yor	k. 18	396	3
Syracuse, Binghamton and N. Y.	.:	1												& No	v. Baltimor	e. 18	370	8
1st Mortgage	1,720,00	10	Api	ril &	Oct	New York	1876		•	3d Mortgage	- 500,00	00 6	"		- months of		377	
1st Mortgage	528,00	00	6	· &	-	Philadelphia	a. 1876	8	61	Chesapeake and Delaware:	155	1			-	. 1		
Sussex:		00	a							1st Mortgage	. 2,254,00	00 7	Jan.	& Ju	y. Philadelpl	ia. 18	882	9
1st Mortgage Tioga:	1	00	-	- &		New York	18-	1	••	Chesapeake and Ohio: State (Md.) Loan	2,000,00	20 6	J. A	. J. &	O. Baltimor	. 40	870	
lst Mortgage Toledo, Peoria and Warsaw : 1st Mortgage (E. Div.) 1st Mortgage (W. Div.) 2d Mortgage (W. Div.) Toledo, Wabash and Western : 1st Mort (Tol. 4t 11, 75, mar)	250,50	00	7 May	y &	Nov	Philadelphi	a. 1872	9	1	Sterling, guaranteed	4,375,0	00 5	# 66	ш	London		390	9
Ioledo, Peoria and Warsaw:	1,600,00	00	7 Inn	. 4	Dec	New York	1004	R	44	Preferred Bonds Delaware Division:	1,699,50	00 6	Jan.	& Ju	y. Baltimor		385	
1st Mortgage (W. Div.)	1,800,00	00	7 Feb	. &	Aug		1894 1806		3	1st Mortgage	. 800,00	00 6	Jan.	& Ju	y. Philadelpi	nia. 18	878	1
2d Mortgage (W. Div.)	1,300,0	00	7 Ap	ril &	t Oct		1886		• •	Delaware and Hudson:	1			1				E
1st Mort. (Tol. & Ill., 75 m.)	900.0	00	7 Feb	. &	Ano	New York	. 1890	9	4	1st Mortgage (new)	531,0	00 7		ch & Se			870	
1st Mort. (Tol. & Ill., 75 m.) 1st M.(L.Erie, W.& St.L. 167 m 2d Mort. (Tol. & Wabash 75 m	.) 2,500,0	00	7 1 11			- 66 - 66	1890			Delaware and Raritan (See Car	n den an	d	mbo	y R. R.	18	16	877	1
2d Mort. (Tol. & Wabash 75 m 2d Mort. (Wab. & West. 167 m	1,000,0 1,500,0	00	7 Ma	y &	Nov		1878		44	Erie of Pennsylvania:			1 .		1-3			1
Equipm't Bonds (T. & W. 75n	600,0	00	7 4		44		1871 1883	17	9	1st Mortgage Interest Bonds	673,7	98	4	w 90	ly. Philadelp	nia. 18	865	1.
Consol. M. (T., W. & W. 499 n Proy and Boston:	1.) 2,332,0	00	7 F.	М. А	. & N		1907	18	10	Illinois and Michigan	1							1
1st Mortgage	300,0	00	7 Jar	. &	July	New York	. 1887			Ill. State bonds, sterling, coupcill. State bonds, sterling, reg Ill. State bonds, stg. coup. & re Ill. State b'ds, cur., coup. & re Lehigh Coal and Navigation:	n 767,2 500,9	67 4	F# 66	11 & C	ct. London		870 870	ŀ
2d Mortgage	300.0	000	7 Ap	ril d	L Oct	t. " "	1885			Ill. State bonds, stg. coup. & re	g. 32,7	00	34 4		New Yo	rk. 1	870	1
3d Mortgage Convertible Bonds	650,0	100	7 Ma	y &	Nov	r. 41 41	1875 1882			Ill. State b'ds, cur., coup. & re	g. 35,4	00	Jan.	& Ju	ly. "	" 1	870	ŀ
Croy Union:					-	1	1004	1.	-	1st Loan	384,1	62	8 J. A	. J. &	O. Philadelp	hia. 1	870	1
1st Mortgage, guaranteed	500,0	000	6 Jan	n. &	July	New York			•••	2d Loan	5,606,1	22	8 4	-	-	1	884	ľ
2d Mortgage, guaranteed Union Pacific:	360,0		6 "				1878		•••	Sd Loan	2,000,0 5,000,0	000	B Tun	e & I	ec. "	1	897	1
1st Mortgage, free 2d Mortgage (Gov. subsidy)	27,237,0	000	6* Ja	n. &	July	y. N.Y.&Boste	on '95_	99 8	81 <u>k</u>		1,201,8		6 "		"		897	1
Land Grant bonds for 10,000,0	27,951,0	000	6 4	. Here	6 Oa	t. N.Y.&Bost	195-	99	73	Monongahela Navigation:				. T.	To The American	-16	1.25	١
Income bonds	8,163,0	000	10 Ma	r. d	k Sep	t. Boston.	172-		78	1st Mortgage	125,0	100	6 Jan	. & Ji	ly. Pittsbu		887	1
nion Pacific Central Branch										2d Mortgage			-	50	* ** ** *** ***		1.21	1
1st Mortgage 2d Mortgage (Gov. subsidy) Union Pacific—Eastern Divisio	1,600,0	100	6 Ms	y d	July	v. New York	1895		• • •	1st Mortgage	465,	500	6 Ap	ril & (oct. Jersey C		1876	1
Union Pacific—Eastern Divisio	n:						1096		•••	2d Mortgage Boat Loan	302,	187	6 4			Nam 1	1876 1885	1
1st Mortgage on 140 miles	2,240,0	000	6* Fe	b. &	Au	g. New York			• • •	North Branch:					Lion few	1.30		1
1st Mortgage on 254 miles 2d Mortgage (Gov. subsidy)	4,063,0	000	6* Ju	ne d	Jun	e. " "	1896	97	• • •	1st Mortgage Schuylkili Navigation:	590,0	900	6 May	y & N	ov. Philadel	hia. 1	1876	1
2d Mortgage (Gov. subsidy) 1st Mort. (Leavenworth Br.).	600,0	000	7 Ma	y d	Jun No	v. « «	1896	1		1st Mortgage	1.764	550	6ª Ma	rch & S	pt. Philadely	hia.	1872	1
Land Grant Mort. for \$500,000 Income bonds \$10,000 p. m Vermont Central:	361,0	000	7 M	irch	& Sep	ot. a a	771-	76 .		2d Mortgage	3,980,	870	6 Jan	ch & S	aly. "	1	1882	
Vermont Central:	4,275,	000	7 3	une	1, '71.	" "	1910	1	•••	Improvement Loan	1,601,	670	6 Ma	y & N	ov. "	1	1876	1
1st Mortgage	1 2 000 4	000	7 Ju	ne d	& De		1880		85	Md. State Loan, sterling	1,000,	000	6 Jan	. & J		n. 1	1885	
2d Mortgage Equip. Loan (Vt.C. & Vt.& C Vermont and Massachusetts:	1,500,0	000	7 6	6	66	Philadelph	ia. 189		391	Coupon Bonds	1,250,	000	6 4	-	" Baltime	re. 1	1878	1
THE PARTY AND ADDRESS OF VENCE	a.) 1,000,	000	8 M	ay d	No.	V. Boston.	777-	89 1	037	Preferred Interest Bonds Union (Pa.):	325,	000	6 "			1	1894	1
Vermont and Massachusetts:			- 1				1.00	. 1	9:1	omon (ra.):	9 000	000	- 1			210	1000	
Vermont and Massachusetts: 1st Mortgage	550,	000	6 Ja	n. d	k Jul	y. Boston.	188	5	9.7	18t Mortgage	o o o l dallement	UCRE	6 Ma	y & r	OV. Philadeli	3D 134- 11		
Vermont Valley:	550,									West Branch and Susquehanna	3,000,		1 3 3	13.33	ov. Philadely	0		1
Vermont and Massachusetts: 1st Mortgage. Vermont Valley: 1st Mortgage. 1st Mortgage. 2d Mortgage,	386,	000	7 A				k. 186	0 .		1st Mortgage, sinking fund	750,		1 3 3	13.33	uly. Philadel	0		

across the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dask (--) across the column signifies "nil," and running dots (----) signify "not ascertained." State-aid Railroads are distinguished by a """. RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Market. 124,553 | 10 42,447 | 3 | 10 47,729 | 6 | 11 118,329 | 9 | 11 118,329 | 9 | 1 118,329 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,330 | 9 | 1 118,30 | 9 | 1 118,30 | 9 | 1 118,30 | 9 | 1 118,30 | 9 | 1 118,30 | 9 | 1 118,30 | ly comple ted.) 22,467 22,004 123,422 10 124,523 10 124,523 10 124,523 10 124,523 10 124,523 10 124,523 10 1250,537 10 1250,53 6 718,626 51,838 5 11 101,714 2,831 - 1 4,881,563,2,04,970 10 6,812,809 3,145,287 10 10 35,024 135,263 175,725 247,195 8 549,949 10 403,681 10 Dividends. 6,796,056 2,918,129 10 848,881 270,=== -No ret urns.) y Chic. and N.W., 660,337 10 13,941,345 4,881,189 10 806,788 5,231,980,2,708,049 10 920 802,754 96,338 18,648 5,670,822 2,677,299 408,785 177,249 Net 1,191,457 611, 5,650,000 233,567 107, 7 Kentuc kyCentra 1.) 2,052,740 221,949 8, Earnings. 697,846 121,967 | 225,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,909 | 128,90 35,511 Camd. & Amboy.) 1,418,821 250,517 West J crsey.) Gross (No retur ns publish ed.) 4,753,511 15 801,755 71 to Phila, a nd Read.) y Illinois Cen 16,515,195 42,652,418,319,717,106 45,470,104 145,499,422 254,295 7,620,858 CLeased to Erie & N. Centrl.) 2 641,280 5,444,455 (No returns.) Carried one mile Freight. (Leased to Cheshir e.) 4,786,714 1 and oper.by Operations. to Dela.,L. sand oper.by (Leased and oper.by 9.985.213 Number. gers. 421,816 21,132 98.0 Leased 1 42.0 Leased 191.0 569,259 132.1 252,506 495.525 Trains Moved 25.0 70.0 142.0 132.0 68.0 88.0 65.8 53.6 81,558 46,381 1,000,420 563,611 595,468 656,732 109,496 455,09 178,651 1,235,000 104,954 15,624 7,849,164 104,674 217,437 725,856 531,114 12,811 1,205,943 Accounts Liabilities. 915,000 1 4,175,000 Abstract of General Balance Sheet, 4.000.000 2,389,000 1,701,000 Bonds, 2,149,200 4.183,000 Stocks 269,089 200,067 Accounts and Cash. 224,738 157,000 3,850 219 1,989,710 docks, &c 560.515 Property and Assets. Assets 995,751 Rolling Stock. | Cape Cod 7,185,162 2,146,579 14 6 5 94 A41an 156 88 58.270 A41an 21 16 51 207 A41an 9 6 8 88 A41an 45 17 7 541 A41an 2 2 2 2 315 149 156 5,155 Bahun Rolling Stock 49 23 255 155 109 0180 15 00 322401 SE 25 2 2 1 00 01 40 40 00 00 21.6 180 48.0 101.0 170.0 30.0 26.0 49.6 319. Railroad. 20.0 31.1 0.00 1.1

C 100H 1 100H 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
######################################	136
	889999999999999999999999999999999999999
908;300 27,542 20,5440 27,542 20,540 11,7410 1	8 01
	8,9 22,7 22,7 22,2 264,9 162,9 49,5 Incy.)
2,583,670 2,583,670 2,1706 38,4326 38,3237 582,3287 582,3287 582,3287 583,3287	84,867,2 91,564 23,482 84,610 84,610 3,524 4 Q Q
1.15 1.15	123 6,4 118 8,8 118 8,8 118 00.1 11,066 110 00.1 10 07 110
(1.068) (1.068) (1.068) (1.068) (1.068) (1.068) (1.068) (1.068) (1.068) (1.068) (1.068)	114,943, 268,336, 68,3 and A n Cent 5,569,6
Leased Leased 16.36 to Philase 16.50 to	31,778 31,778 Chicag of Michiga of Othera
666,141 666,14	7777 7777 7777 7777 7777 777 777 772 7
100 100	0.0 1,978 0.0 1,978 0.0 1,978 0.0 1,978 0.0 0,000 0.0 0,000
20 : 05 10 : 0	
1	Alton 133, 1,482, 1
	26,389 113,166 113,126
\$\frac{2.883.50}{2.883.50}\$ \$\frac{3.883.50}{2.885.00}\$ \$\frac{2.885.50}{2.885.00}\$ \$\frac{2.885.00}{2.885.00}\$ \$\	306,220 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000 130,000
6,200,41 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,178,200 1,170,600 1	20,000 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
81,106 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	16,0 7,746 0 V 0 V 0 V 0 V 0 V 0 V 0 V 0 V 0 V 0
665,630 113,420 110,000 215,000 215,000 28,000 2,500 664,386 112,472 21,789 112,472 21,789 112,472 21,789 113,472 113,472 113,472 114,472 115,472	386 1,691 (Laboration of the control
1	9,721,886 4,466,485 248,500 15,000 975,101
88 88 88 88 88 88 88 88 88 88 88 88 88	* * * * * * * * * * * * * * * * * * * *
8,450,51 1,460,60 1,460,60 1,492,20 2,286,18 1,492,20 1,492,20 1,492,20 1,492,20 1,492,20 1,108,777 1,108,777 1,108,777 1,108,777 1,108,60	919,537 202,174 785,264 785,264 114,897 114,897 27,342 00,000 98,524 98,524
Pennon months of the control of the	2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2
in o &	w Yo
1 20, 1522 Cieveland and Pittsburg. 10 434 Contectand and Totado. 11 420 Cieveland and Totado. 12 10 434 Concord and Claremouth. New Hamp Connecticut River. 12 Connecticut River. 13 Connecticut River. 14 25 Dayton and Mehigan. 15 Connecticut River. 16 Dayton and Michigan. 18 50 Dayton and Michigan. 19 376 Deaware. Lact. and Western. 19 376 Deaware. Lact. and Western. 19 376 Deaware. Lact. and Western. 20 Dayton and Milwankee. 21 Dayton and Milwankee. 22 Dayton and Milwankee. 23 Doetroit and Milwankee. 24 155 Deaware. Lact. and Western. 25 10 Detroit and Milwankee. 26 Dubique and Stoare City. 27 Dubique and Columbia Countier. 28 Eastern Shore T. 29 Dubique and Columbia Countier. 29 Dubique and Stoare City. 20 East Pennsylvania. 20 East Pennsylvania. 20 East Pennsylvania. 200 East Raina and Williansport. Pennsylvania. 200 Examerille and Crawfordsville. India. 200 Evansville and Crawfordsville. India. 200 East Maintic and Columbia. 200 Ea	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
wurge, with the state of the st	Top Chica Chica Chica Line. Figure 1 and 1 and 1 and 1
itital Colod de Colod Colod de	road fr. I.o. and I.o
mad In the	md B nd B
and a more of the control of the con	River River of the state of the
ievellicited of the control of the c	ston tingd ting tingd tingd tingd tingd tingd tingd ting ting tingd ting ting ting ting ting ting ting ting
\$8.85 \$1.00 \$2.00	House Hundian India India India Iowa Iron Jacke Jacke Joliet Junet Kentu
19 19 19 19 19 19 19 19	1,017 58 4,214 800 280 152 152 521 521 521 500 8
000 0 HH - H 1 1 2 2 0 1 1 1 1 1 1 1 1 1	
2441 89 121 121 14	15 0 1 4 2 1 4 2 0 1 1 1 2 4 1 1 2 4 1 1 2 4 1 1 2 4 1 1 2 4 1 1 2 4 1 1 2 4 1 1 2 4 1 1 2 4 1 1 1 1
1111.5.6 1111.5.6	225.0 177 172 172 172 173 173 173 173 173 173 173 173 173 173
	170.6 112.0 118.0 11.0 11.0 11.0 11.0 11.0 11.0 1
84486686681 1 1 1 1 1 1 1 1 1	THE HALL TEST TWEET
24498414 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
10 10 10 10 10 10 10 10	14.8 10.0
11 12 12 13 14 15 15 15 15 15 15 15	14.8 10.0

An estrick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroads are distinguished by a "f," and running dots (.....) signify "not sacertaine." State-aid Railroads are distinguished by a "f," RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

38 : 61 101 15 627 46.085 1.078 1.00 1.2945,588 6.084,071 8 100 1.365,588 782,800 60 1.485,588 782,800 60 4.966,591 1.819,815 100 3.00 4.277 1.00 Shar Par 80,210 539,498 13,294 68,8995 loss. 102,550 10 1 Dividenda 1 10 40 3,020,786 378,198 118,326 386,616 6,531,131 150 219 170,470 116,348 116,844 116,846 600,049 600,049 125,322 126,023 126,023 Earnings. 128,589 544,950 142,796 1,174,914 6,705,055 4,381,111 563,872 ed by Lou isv., Cinc. and Lex.) 21,410,247 29,321,009 2,228,609 1,288,097 Gross. 322,136 (Operat ed by Loui eville & Nashvill 512 62.0 80.2 137,698 2,999,132 692.2 5 907,030 206,185,089 474,419,753 15,6 (Operat ed by Lou isv., Cinc. a. (Operated by L. M. and C. 29,979,005 (Leased to Phila. and Read.) (In p rogress 66 m (In ha nds of rec el d to Phila. Reading.) 17,178,695 18,773,860 10,136,200 6,705,055 4,381,111 (Oper. by L.& N. 4g mos.) 2,894,934 2,667,191 (Oper. by Erie 5 mos.) (Leased to Phila.& Reading.) 236,052 8,350,778 5,539,930 1,070,496 (9 mos.) 172,918 (Ow ned by Co ncord.) (Leased to Summi t Branch.) (11 mos.) ed by con tractors.) 745,703 27,958,142 17,178,695 838,173 69,247,430 6,736,230 (In cour se of construction:) Carried one mbe. | Const | Cons Freight. Operations. 22,757 Passen-gers. M. M. 37.0 29,000 252.1 2,400.864 (Leased t 214,512. 63.5 486.5 1,070,496 22.0 116.9 172,918 89.0 28.7 236,052 173.0 132.5 322,136 264.015 130.6 313,574 329.3 2,894,984 595.5 2,667,191 Trains Moved 284.3 1,190 196.2 123.0 561.3 50.0 109.8 328.0 57.0 21.7 118.0 156.9 0.9 Railroad Operated 936.0 43.0 12.8 155,517 241,255 996,818 344,806 154,791 10,000 230,254 300,246 883,528 217,863 732,835 147,045 732,835 276,937 23,120 89,375 5,510,665 259,431 Co.) 23,313,000 416,552. 1 and Na vigation 4,573,500 1,943,189. 46,726 1,183,900 289,438 8,500,500 1,076,375 712,158 642,107 1,051,510 8,776 407,711 37.500 30,270 9,000 479,761 247.141 Liabilities. Accounts 2,628,000 2,628,000 275,000 433,000 600,000 17,132,500 Abstract of General Balance Sheet. Bonds 913,753 952,325 14,620,866 1,636,709 578,030 5,312,725 Stocks. S51,871 11,197, 627,192 12,125, (Owne d by Le 3,045 4,080 721,050 8,675 59,457 103.016 8.996 12,363 294,611 67 653 26,175 23,701 240,857 89,375 449,772 114,677 Accounts and Cash. 72,825 85,420 1,499,372 98.501 88,070 by L. & 1 847,814 587,027 700,000 25,007 915.658 87,238 1,603,962 518,650 68,642 288,652 Property and Assets. 73,990 778,381 185,833 986,337 30,275 196,641 227 3,058,607 113,406 951,515 437,283 47.018 900,000 (Oper. Rolling Stock. | 166 | Montigomery and West Point . Alabama | 244,766 | 240 | Morris and Essex | New Jersey | 9,75,875 | 240 | Morris and Lowell ... | New Jersey | 9,75,876 | 240 | Mosthua and Lowell ... | Mans. | 2,70,250 | 240 | Mosthua and Lowell ... | Mans. | 2,92,300 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 | 240 1,500,000 bite and Gravi.

Jahama. I. 1990,978

bite and Orio. Ala, Miss., Tenn. & Ky. II,150,157

Ningomery and Eufala.

Alabama. 641,785

ningomery and West Point . Alabama. 2,444,766

rits and Essex. New Jersey. 8,575,575

The statement of the stateme Railroad. e Miami and Col. & Xenia (Joint). Obilo.
e Schuyhkili ... Pennsylvania.
Branch and Sca-Shore. New Jersey. Tassachusetts.

Pennsylvania. Arlington, Massachusetta.
Big SandyKentucky.
Frankfort.....Kentucky. Maine Central T. Maine Manchester and Lawrence. N. H. & Mass Manchester and North Weare. N. Hamp. Companies. Lawrence... 21 13 645 N 24 28 606 N 4 27 1,809 M 4 22 1,570 M 24 723 73 41 2,229 234 200 208 273 Rolling Stock. 87mm | 00 14 01004015 Cars. B. M. E. 40 500 21 20000 45 181212 7: 124 52 . 5 Railroad in 26.0 25.8 124.0 164.5 58.0 208.0 238.0 22. 22.0 405.2 229.9 30.3 61.0 98.5 192.4 13.0 25.5 11.0 10.0 21.4 52.3 1.0 13.0 39. 45.5 ::: Railroad. 29.0 185.0 163.2 12.4 19.6 50.0 86.0 740.0 58.8 10.0 19.0 16.2 0.8 26.7 48.6 14.5 30.0 12.5 8.9 34.2 Main Line.

CALABORA BAGARANA BAGARANA

		AMERICAN	RAILRUAD	JOURNAL.	945
	20000000000000000000000000000000000000	1174 2225 1106 1108 1108 855	1124	11,000	
	1	100000000000000000000000000000000000000	889888888888888888888888888888888888888		000000000000000000000000000000000000000
	777. 778. 778. 778. 778. 774. 774. 774.	13	20021: 81 2002		
	21126 2127 2127 2127 201 273 273 273 273 273 273 273 273 273 273	98,5 98,5 98,6 98,6 98,7 98,6 98,7 98,6 98,6 98,1 98,1 98,1 98,1 98,1 98,1 98,1 98,1	4.081 4.081 4.4.6.00 6.08.4.00 6.08.	27,396 27,396 27,396 27,396	11,14 14,12 14,12 9,51 86,55 88,55 88,55 88,55 88,55 88,55 88,55
	6,6961 1,2731 1,2731 1,2731 1,6961 1,427 1,728 1,728 1,7321 1,732				ů : : : : : : : : : : : : : : : : : : :
	2.56 2.56 2.56 2.56 2.56 2.56 2.56 3.08 3.08 3.08 3.08 3.08	212 196, 196, 196, 1977, 1,275, 1,077, 1,275, 1,077, 1,275, 1,275, 1,077, 1,275, 1,077, 1,275, 1,077, 1,275, 1,077	254, 254, 254, 264, 266, 146,9	274,1 b.) b.) b.) b.) b.) c. c. c. c. c. c. c. c. c. c. c. c. c.	82,28 89,28 127,00 67,9 67,9 889,38
	8,080 0,340 5,222 5,342 8b.)	Pac ii	The second secon	1 : d	7 243
	13,59 16,27 11,06 3,34 29,56 8,005 8,005 2,955	and]	300,4 164,8 123,7 027,0	ation truct truct (1712,2712,2712,2712,2712,2712,2712,2712	155,00 1 and 1 and
Column C		o::=::::::::::::::::::::::::::::::::::		B	Ma P D D D
Column C	4,758 5,688 5,688 7,312 5,029 9,256 9,456 5,414 5,414 5,414 6,416	лавеd 525,0	258,43 258,43 258,43 258,63 258,63 258,63 258,63	out \$604,38 69,423 69,423 69,423 69,423 69,423 691,700 681, 11,700	17,219 ntral ntral ntral (1,2256 7,645 4,588
	. 10 . 6000 de 0 . 0 . 0	61	, 000 EL	Cape Cape Cape Cape Cape Cape Cape Cape	24 by 25 Co
Characteristics Characteri	460,1 460,1 413,1 413,1 406,0 990,5 431,5 690,6 431,5 690,6 600,6 600,6 600,6 600,6 600,6 600,6 600,6 600,6 600,6 600,6 600,6	62,574,63 774,63 775,855 59,30 62,574 75,34 75,34 75,34 74,971	78,500 98,977 98,986 90,896 98,165 17,821 1,552 1,172		
Column C	22.28 23.28 25.20		24.1.4 : : : : : : : : : : : : : : : : : : :		
Column C		4 8 4 8 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8	181 181 180. 466. 466. 466. 466. 466. 466. 466. 46	22, 12, 12, 166, 166, 166, 166, 166, 166	25.0 20.0 50.0 75.0 109.0 11.5 63.0 63.0 91.0
Column C	94,10	0,00	3,680		
Comparison Com		1:::: :::-	490	476	21,
Comparison Com	250,00 (33,47 (46,25,89 (46,26,26,14,92 (46,26,26,60)	4,452 3,000 4,299 1,686 0,974 1,547 1,184 1,184 1,184	7000,000 7000,000 7000,000 7000,000 7000,000	821 868 868 868 868 868	
10 10 10 10 10 10 10 10	088 0000 00000 0000 0000 1000	:01 ::	· · · · · · · · · · · ·	233, 233, 106, 106, 106, 106, 106, 106, 106, 106	121, 4, 4, 5, 14, 4, 4, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7,
10 10 10 10 10 10 10 10	,000,0 ,588,4 ,125,9 ,125,9 ,125,0 ,125,0 ,125,0 ,1170,0 ,1100	60,00 62,09 92,509 00,000 00,000 86,900 11,000 12,000 12,000 12,000 11,000	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	00000000000000000000000000000000000000	0000000 H 10000000000000000000000000000
10 10 10 10 10 10 10 10	00:0000 2020 2020 2000 00:0000 2020 2020	1,000 11,	84 84 14 15 16 16 16 16 16 16 16	8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	264 3,200 3,200 1,232 1,232 1,360 1,708 1,708
180 180	250,000,000,000,000,000,000,000,000,000,	65,656 65,111 65,000 65,111 65,000 65,111 65,000 65,111 65,000	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	, 1000 ,	
180 180	5	8 8 1 1 1 0 0 1 6 1 6 7 1 6 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9	5 5 8 1 4 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,000 1,000	743 100 636 636 1,330 1,330 438 438 497 1,365 1,365 880
180 180	(In p 288,33 388,30 37,31 82,18 13,61 13,61	3,042 of R	0,923 9,772 0,285 1,308 5,628	2000	876
1989 12.0		8	01 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		1,026, 9,
1989 12.0	850,5 45,0 202,1 5,596,1	148,88 221,03 96,000	45,28	9,044	3,370
10. 1819 12.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0					
10. 1859 120 120 120 120 120 120 120 120 120 120	* 865,9 * 149,7 * 400,9 * 820,0 * 820,0 * 820,0 * 820,0	* * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * * *	3,426
2. 3 1895 1252 1413 3. 3. 3. 3. 3. 3. 11 723 Noth Missouri and Trans. Missouri and 199 125 15 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.	,000 ,105 ,105 ,105 ,105 ,105 ,105 ,105	286 267 277 277 277 288 288 288 288 298 298 298 298 298 298	4 : 91	2N NOCOO 10000000000000000000000000000000000	8
2. 3 1895 1252 1413 3. 3. 3. 3. 3. 3. 11 723 Noth Missouri and Trans. Missouri and 199 125 15 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.	7,750 6,059 6,059 5,056 6,455 6,455 6,455 6,550 6,550 6,550 6,455 6,500	5892, 5892, 50000, 5000, 5000, 5000, 5000, 5000, 5000, 5000, 5000, 5	2860,1 2860,0 2870,0 2885,2 2870,0 287,9 287,9 287,9 287,9 287,9 3787,9	250,00 182,61 00,00	885,000 91,206 82,777 82,167 77,556 96,159
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	La da	2 0 1 2 1 1 2 1 2 1 2 1 2 2 2 2 3 3 3 3 3 3	രിന് ന് എന്ന്ത്തിന് സ്സ്സ്സ്സ്സ്സ്സ്സ്സ്സ്സ്സ്സ്സ്സ്സ്സ്സ	3 3 2	2 - 2 - 1 - 1 - 2 - 2 - 2 - 2 - 2 - 2 -
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	disso di	. Per line line line line line line line line	Main Main Main No. F. Mas No. F. Main No. F. Ma	recoling the colling of the colling	nein liana liane laine la laine laine la laine la la la la la la la la la la la la la
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	d. annie de	e1 e1 e1 e1 e1 e1 renney	Ham way way I.R. I. &	Vorgania (Control of Control of C	Visco nunec nunec N Je Car cew Je ew Je ew Je ew Miss
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	X xas, III. M II	Wn. P.	N. J. Con Srieto Nort	dens dens dens dens dens dens dens dens	Name N
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	d Te	ritato rekeo ckeo it. Ce e f and ading surton and s. Pa. lisviil lisviil leviil real.	opec ortsm cord s and bester ester ester ester ester ester and oga	Ya.	lu L
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	11 f vanina an f. f. f land f. f d La	High	onne on Popular Palli Falli Fa	People on the people of the pe	ond conditions and by
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	meyl Denty Den	and	and and Collection of Property of the Collection	and	d Pad Pad Pad Pad Pad Pad Pad Pad Pad Pa
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	n Mish Mish Mish Mish Mish Mish Mish Mish	arton and and and and and and and and and an	d and day outh outh outh outh outh outh outh outh	who are the control of a contro	ty am a more to
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	North North	embe enne enne eoria eoria eoria hilad hil	ortian ortian ortian ovide ovide ovide intan intan adin onesel	chimo canob	
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	732 4408 4408 1131 1419 1419 1419 1419 1419 1419 1419	20 21 21 22 22 23 24 24 24 24 24 24 24 24 24 24 24 24 24	28 182 · · 28 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	SOUND SOUTH SECTION SECTIONS S	Sound Sound State of
e. 31, 1868 232, 3147, 3. 5, 5118, 0. 5, 5	11908800 0000011 400 111	20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 1 1 1 1 1 1 1 1	:::25: 2: 20 140 404	0 0 1 1
e. 31, 1866, 2323, 147, 3, 0, 118, 0, 2, 2, 118, 0, 2, 2, 118, 0, 2, 2, 118, 118, 118, 118, 118, 118, 11	25.50 1 1 1 1 2 2 2 2 2 2 3 1 1 1 1 2 2 2 2 3 1 1 1 1		24 624 : 1-32 Ed.	:::32E:: 0:: 1-4 154 .000	1 40 1 40 1 1 1
e. 31, 1868 2323, 147.5. 1. 131, 1868 2323, 147.5. 1. 131, 1868 2323, 147.5. 1. 131, 1868 2323, 147.5. 1. 131, 1868 2323, 147.5. 1. 131, 1868 132.0. 1		23 12 12 12 13 15 15 15 15 15 15 15		888 10 11 12 18 18 18 18 18 18	
e. 31, 1868 2323, 147.5. 1. 131, 1868 2323, 147.5. 1. 131, 1868 2323, 147.5. 1. 131, 1868 2323, 147.5. 1. 131, 1868 2323, 147.5. 1. 131, 1868 132.0. 1	70 - 200 - 2				88.60
e. 3, 1868 123.3 114. 21, 1869 125. 22, 1869 125. 23, 1869 125. 24, 1869 125. 24, 1869 125. 25, 1869 125. 26, 1869 125. 27, 1869 125. 28, 18	:			2.00 10.00 15.00 1	
21, 1868 273		21.3 20.3 20.3 20.3 20.3 20.3 20.3 20.3 20	27 1.00		
20, 1986 1986	28.0 28.0 28.0 28.0 28.0 28.0 28.0 28.0	25.75 447.0 447.0 86.0 86.0 86.0 11.0 86.0 86.0 86.0 86.0 86.0 86.0 86.0 86	22.00 24.00 24.00 22.00 22.00 22.00 22.00 22.00 20 20 20 20 20 20 20 20 20 20 20 20 2		
සිය	186 186 186 186 186 186 186 186 186 186	200000000000000000000000000000000000000	8668 8668 8668 8668 8668 8669 8669 8669	8688 1 8868 1 88	88888888888888888888888888888888888888
Parties of the second of the s	20022222222222222222222222222222222222	සු ස	32.000000000000000000000000000000000000	88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	2
	AAAAA KARAKAKKOACAA	#X000000000000000000000000000000000000	Sept Coc.	Kape con von Sept Sept Sept Sept Sept Sept Sept Sept	Pec. Nov. Nov. Nov. Nov. Nov. Nov. Nov. Nov

atteriet (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroads are distinguished by a "";" and running dots (.....) signify "not ascertained." State-aid Railroads are distinguished by a "";" RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

eal.) 6 100 eal. 50.130 107 19 105,751 8 106,751 8 586,547 — 1 3,849 — 1 1 200 132,564 - 1 13,845 63 552,665 12 82,005 11 1123,598 1 23,099 7 32,099 1 82,088 4 49,588 4 19,588 4 10,588 4 10,588 4 10,588 4 10,588 4 10,588 4 10,588 4 10,588 4 10,588 2 10,588 2 10,588 2 Dividends. 538,021 150,961 9 entral.) 863,668 49,538 35,734 122,367 107,648 75,075 156,526 342,739 362,488 Net (Not in operation.)
(Not in operation.)
(Oper. by Boston, Concord and Mont real.) Earnings. 124,805 405,174 450,135 735,303 1,159,085 167,435 43,587 920,544 410,371 758,785 445,950 5,066,650 283,484 5,287,044 7,835,998 538,02 (Le ascdfto Northern Central.) R. R.) Gross. Tel. (Leased to Nashua and Lowe II.) Leased to Vermont Central.)
1845, 1208,208 1950,106 47,007,528 1,7
197,0 266,607 5,603,607 3,889,481 5 140.0 (200 to 100 to 10 73.0 458,274 34.6 176,432 111.0 55.0 179,592 4,988,322 4,950,807 766,201 6,752,750 20,251,545 53,635 2,098,999 727,563 28,680 1,413,955 285,550 271,077 5,812,876 16,678,940 12,497,271 2,626,929 (Leased to Hudso n River.) (Leas ed to Vt. & Mass., (Leased to Pennsy lvania.) (Leased to Pennsy Ivania.) 439,405. 486.794 Nav. Co. Carried one mile. 28 (Operand Nov. 20, 1 867.) 85.6 201,280 138.0 43.0 45.0 to Pennsy Ivaia.). Freight. Operations. 2,919,240 103,860 to Lehigh ne.) 184.5 60.3 (Leased to 108.0 M. 333,302 700.0 100.0 105.0 766.201 59.0 53,635 43.0 (Leased Trains Moved. 181.0 117.0 171.0 181.0 45.7 161.0 162.0 354.0 109.2 12.0 Railroad Operated. 81,132 678,218 wego Lin 228,154 850,881 336,854 130,224 01,090 957,278 697 86,820 430,997 ********* Surplus Income. 749,297 403,385 160,296 148,488 120,553 386,015 and Os 21,181 882 553 372,290 461,640 111.646 588,687 97,500 4,080,000 1,596,447 Liabilities. 1,270,409. 1,160,782 150,000 2,000,000 1,550,740 1,474,665 430,000 5,500,000 724,500 793,200 1,997,638 1,919,530 2,452,852 511,490 1,707,650 Rondout 957 600 2,089,400 800,000 2,620,000 83.000 Abstract of General Balance Sheet. 3,200,000 1,209,000 Bonds. | 17 | 134,442 | 184,200 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 182,000 | 1,690,000 1,195,000 1,147,018 3.210.000 274,400 t of the E 250,700 654,000 1,988,150 580,900 6,700,000 6,700,000 6,7111 274,400 5,000,000 684,046 800,000 510,000 Und er const ruction. (In hands of a ecciver.) Stocks. 39,269 1,195,0 123,653 1,147,0 33,027 1,463,7 (Will for m a part of 25,006 45,818 2 3,274,000 227,634 156.600 ***** (Includin gFerry.) 70,062 Accounte and Cash. 11,426 | Signature | State | 207,548 75,862 208,792 238,996 Property and Assets. 100,000 2,279,185 169,623 Rolling Stock. Deleavere and Raritan Canal, New Jersey, 4,500,657

Eric Canal.

Morris Cunal.

Pennsylvania, 4,453,000

Morris Cunal.

Pennsylvania, 4,453,000

Pennsylvania, 6,251,000

Pennsylvania, 6,251,000

Schuylkill Navigution.

Pennsylvania, 1,687,126,221

Schuylkill Navigution.

Pennsylvania, 1,687,126,221

Schuylkill Navigution.

Pennsylvania, 1,687,126,221

Nonon Canal.

Penasylvania, 1,697,560

Wyoming Valley Gand. 3,719,813 Chesapeake & Delaware Canal. J.c., & Md. | 8,520,738 Chesapeake and Ohlo Canal... Md. & Va. 10,666,396 Delaware Division Canal... Pennsylvania. 2,453,356 Delaware & Hudson Canal.Penn. & N.Y. 6,899,606 Delaware and Raritan Canal. New Jersey. 4,500,665 Railroad. Western Fennsylvania... Pennsylvania. 31 Western Pennsylvania... Pennsylvania. 31 Western Pennsylvania... Pennsylvania. 31 West Wisconsin... West Wisconsin. White Mountais... New York York Wilmington and Pennsylvania... New Hampshire. 4 Wilmington. Charlotte & Rutherford. N. C. Twilliam and Manchester. N. Car & Car. 34 Wilmington and Welden f... X. Carolina. 30 Wilmington and Manchester. N. Gar. & Wilmington and Manchester. N. Car. Wilmington and Manchester. N. Hampshire. 14 Wrightsville, York and Gettysburg. Penn, 5 SANALS, &c 16 12 401 We 42 — 236 We 4 Wh 88 Rolling Stock. Freight. 11 5 Cars. 175 13: -84T 17 121.0 50.0 15.0 27.2 21.0 1.2 3.9 7.5 Railroad. 19.0 83.0 10.0 Branch Line, 9.5 27.6 18.5 12.0 23.7.5 M. 13.07 73.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

	1 14			HORSE PASSENGER		UAD 8	HARE	DIST		1-	-				PASSENGER RAI					-
Years	ength single track	Horses and Dummies.	Cars.	Companies,	Road and	Capital.	Indebte		Earni		is on paid		alue		COMPANIES.	Amount out- standing.	Pi Pi at	y-	Payable.	Market
ending.	Len equiv. si	Hors	C		Cost of Road Equipmen	Share Cr	Bonded Debt.	Floating Debt.	Gross.		Dividends	Par.	Paid.	Market.	Albany: 1st Mortgage Bleecker St. & Fulton Ferry: 1st Mortgage.	\$ 40,000 694,000	pe 7 J.	& J. 1		
ept. 30,'69 lov. 30, '69		No. 94	No 14	Albany	\$ 150,309 49,749	\$ 99,800 150,000	\$ 40,000	\$ 5,000 4,377	\$ 78,817 3,404	\$ 21,467 Loss.	р. с.	100	\$ 100 100	\$	Broadway (Brooklyn): 1st Mortgage Broadway and 7th Avenue	100,000		& J. 1		
et. 31, '69 ec. 31, '68 ept. 30,'69	3.41	479		Baltimore CityMd.	27,739	30,314	694,000	11,900 23,300	9,089 480,046 334,039	2,372 83,267	6.		100 100 100	19	1st Mortgage	500,000 80,000		& D. 1 & J. 1		•••
ov. 30,169 ov. 30,169 opt. 30,169	2.56 3.06			Boston & West Roybury Mass.	110,000 41,000 302,050	110,000 41,000 200,000			126,662	8,800	-	100	100 100 100	381	Brooklyn City: 1st Mortgage Brooklyn City & Newtown	300,000		& J.	1	•••
pt. 30, '69	16.00			Broadway (Brooklyn)	522,895 179,782		1,500,000 80,000		713,423 30,153	232,733 Loss.	4.0	100	100 100 100 100		1st MortgageBrooklyn, Prosp. P.&Flatb. 1st Mortgage	200,000		& J. 1		
pt. 30, '69	19.25	24	37 8	Brooklyn City	600,000 537,944	596,000 261,400	4,000 278,000	34,438	134,615 72,720	21,999 5,718		100	100 100		Brooklyn & Rockaway B'ch 1st Mortgage			& J.		
pt. 30,'69 pt. 30,'69 pt. 30,'69	15.21 11.50	180	13	Bushwick (Brooklyn) N.Y.	327,661 307,348	10,000 50,000 262,200	100,000 316,500 2,000	6,457 20,056	160,428 76,650	18,957 Loss.		100	100 100 100		Buffalo street: 1st Mortgage Cambridge (Boston):	316,000		&D.		3
ov. 30,169 pt. 30,169 pt. 30,169	1.76	20 731	128	Cambridge (Boston) Mass. Central City (Syracuse) N.Y. Cen. P., N.& E.R. (N.Y.C.)N.Y.	734,670 $29,714$ $1,627,021$	727,800 21,130 1,068,400	6,000	76,052	18,254 588,724	77,500 3,229 13,997	7.0	100 100	100 100 100	1024	1st Mortgage sinking fund Central Park, N. & E.River 1st Mortgage	626,000		& J.		
pt. 30, 69 t. 31, 69 t. 31, 69 pt. 30, 69	8.43 9.06 14.83	139 212	26 16	Citizens' (10th&11th sts.)(Ph.)Pa. Citizens' (Pittsburg)Pa. Coney Island (Brooklyn) N.V.	179,635 234,427 647,364	192,750 184,000 500,000	50,000 214,000	7,700 29,131	240,293 145,568 144,047	81,318 38,078 13,067	36à 19à		194 44 100		Citizens' (Pittsburg): 1st Mortgage Coney Island and Brooklyn	56,300		& J.		1
pt. 30,'69 pt. 30,'69 t. 31, '69	22.79 3.50	808	4	Dry Dock, E.B. & B. (N.Y. C) N.Y. Dunkirk and Fredonia N.Y. Easton and S. Easton Pa.		1,200,000 34,825 29,562	700,000	1,337	738,600 8,480 8,565	180,104	3.	100 100 25	100 100		D. Dock, E Bdw. & Battery 1st Mortgage	700,000		& J.		
pt. 30,'69 t. 31,'69 pt. 30,'69	19.00 2.26	851 18 10	157	Eighth Avenue (N.Y.City)N.Y. Erie CityConn.	1,527,023	1,000,000 18,550	203,000 17,272 10,000		835,447 12,444	200,354 2,749	12.0	100 50	100		Eighth Avenue (N. Y.): 1st Mortgage	203,000		& J.		
pt. 30,'69 t. 31, '69	9.63 16.36		50 45	Fifth Ward (Syracuse)N.Y. 42d st. & Gr'd st. F.(N.Y.C.)N.Y. Frankford & Southwark(Ph.)Pa.	1,052,479 762,441	29,285 748,000 491,750	260,000 198,000		308,138	456 112,240 61,719	64	50	100 100 49	38	1st Mortgage Real Estate	160,000		& J.		
pt, 30,'69 t. 31, '69 t. 31, '69	34.25 5.40	360 135		Genesee & Water st. (Syr.). N.Y. Germantown (Phila.) Pa. Girard College (Phila.) Pa. Grand st. F. & Middle Vil N.Y.	59,053 562,270 173,657	42,500 $307,545$ $170,000$		2,000	136,885	545 123,493 35,507	194	50	100 15 17	30 33	Frankford and Southwark 1st Mortgage Germantown:	198,000		&J.		
ot. 30,169 ot. 30,169 t. 31,169	5.50	198	39	Green and Coates st. (Phila.). Pa.	75,000 200,000 239,746	125,0 0 0 170,000 150,000	30,000		37,890 82,066 176,078	7,093	7.0	100 100 50	100 100 15	38	Green and Coates (Phila.): 1st Mortgage	250,000		& J.		1
ot. 30,169 t. 31, 169 c. 31,168	2.14	11	5	Harlm.Br., Morr, & F'dham.N.Y. Harrisburg City	255,225 60,111 180,000	114,010 41,995 180,000	130,000 9,950	3,000 1,955	72,802 7,280	4,770 222	-	100 25 100	100 24 100		Grand st. and Newtown: 1st Mortgage Harl. Br., Morris'a & Fordh	30,000	7 J.	& J.	18—	
t. 31, '69 c. 31, '68 pt 30,'68	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa. Hoboken and Weehawken . N. J. Hudson Av. (Brooklyn) N. Y.	470,619 161,535	306,390	164,400	1,500	283,927	63,060	24	50	7	145	1st Mortgage	. 130,000		& J.		ı
ec. 31, '68 pt 30,'69 et. 31, '69	10.47		9	Jersey City & Bergen Point.N.J. Kingston and RondoutN.Y. Lombard and South st. (Ph.).Pa.	77,494	75,000	*******	9,272	22,390	2,405		100	100		Hudson Av. (Brooklyn): 1st Mortgage Lombard and South st.(Ph.	74,000	1 .	&N		I
ov. 30,'69 ov. 30,'69 ov. 30,'69	12.61	49 225	9	Lowell HorseMass. Lynn and BostonMass.	70,000 274,331	90,000 55,830 200,000	50,000	11,462 41,952	78,378 31,469 166,752		2.0	100	100 100	36 20	1st Mortgage Lynn and Boston: 1st Mortgage sinking fun	. 62,500		& J. & J.		I
ov. 30,169 ov. 30,169	1.00			Malden and Melrose (Btn). Mass, Marginal Freight (Boston). Mass, Medford & Charlest. (Btn). Mass,	60,264 190,646 36,600	21,000	4,500	33,636		dlesex.		- 100 - 100 - 100	100 100 100	301	Malden and Melrose: 1st Mortgage, guaranteed			.&0		ı
ov. 30,169 pt. 30,168 ov. 30,169	6.00	58 914	13 170	Merrimac ValleyMass Metropolitan (Brooklyn)N.Y Metropolitan (Boston)Mass	42,468 361,500 1,594,499	50,000 194,000 1,250,000	191,900	233,457	34,108	134,567	10.0		100 100 100	68	Metropolitan (Brooklyn): 1st Mortgage Middlesex (Boston	. 191,90		& J.		i
ov. 30,169 pt. 30,169 ov. 30,169	12.20	172	1 53	Middlesex (Boston)Mass Ninth Avenue (N. Y. City)N.Y. Northampton & Wmburg Mass North Woburn (Boston). Mass	529,202 474,198 300,000	797,320	167,000		229,090 110,179 9,757	3,330		100 100 100	100 100 100	76	1st Mortgage sinking fun Ninth Avenue (N. Y.): 1st Mortgage	167,000	1.	&D. &J.		
ov. 30, '69 t. 31, '69 ec. 31, '69	7.25	167	28	Oakland & E. Liberty (Pbg.).Pa Orange and NewarkN.J.	27,802 118,892 800,000	20,000 59,500	8,000 17,000	50,163	6,772 47,781 169,088	1,313 8,462		100 50 100	100 50 100		Orange and Newark: 1st Mort. Broad street 1st Mort. O. & N. R. R 2d Mort. O. & N. R. R	100,000	6 J	& J.	1880 1881	1
ec. 31, '68 et. 31, '69 et. 31, '69	9.64	32	9	Passenger (Cin.)	100,000 126,001 446,265	125,230	-	21,265	27,721	8,213	5.	100	100 100 15	45	Philadelphia City: 1st Mortgage		11	1		1
et. 31, '69 et. 31, '69 et. 31, '69	5.6	124	23 13	Philadelphia and DarbyPa Philadelphia & Gray's Ferry.Pa Pbg., Allegheny & Manchest.Pa	258,419 295,001	200,000 285,307	57,000		40,434 86,645	13,645 26,385	8.	- 20 50	20 25	12 23	Philadelphia and Darby: 1st Mortgage Pittsb., Allegh'y & Manch	57,00	0 7 J	& J.	188	1
et. 31, '69 ec. 31, '68 et. 31, '68	6.88	9:	15	Pittsburg and Birmingham . Pa Portland Me Ridge Av. & Manayunk(Ph.)Pa	114 681	88,000 160,300	10,600	44,931	81,700 45,00	9,069	6.	100	35 44 100		Oniney:	23,00		var var		1
pt. 30, '69 pt. 30, '69	10.00	58	20	Rochester and Brighton N.Y Sackett, Hoyt & Bergen st. N.Y Saiem and Danvers	84,954	60,000	15,000 191,900	7,208	18,38	Loss.		- 50 - 100 - 100	25 100 100		Plain bonds	. 48,30	0 7 J	& J.	188	0
ov. 30,'69 ct. 31, '69 pt. 30,'69	3.48	634	1 96	- Schuylkill River (Phila.) Pa Second Avenue (N.Y. City)N.Y	47,463 1,914,447	50,000 881,700	1,015,000		527,47	108,834		- 100 - 50 - 100			let Mortroge	32,10	11	.& J.	00	
t. 31, '69 t. 31, '69 pt. 30, '69	34.00 5.63 8.38	12' 649	19 78	2 2d and 3d street (Phila.)Pa 17th and 19th street (Phila.)Pa 3 Sixth Avenue (N.Y. City).N.Y	640,529 119,668 1,510,233	573,38° 160,000 750,000)	7,408	105,46	69,532 29,407 104,691	7	- 50			1st Mortgage Second and Third st. (Ph.	1, 015,00	0 7 3	.& J.		
ov. 30, 69 ov. 30, 69 ov. 30, 69	9 3.86 9 6.89 9 2.50	26	40	Somerville (Boston)Mass South BostonMass Stoneham street (Boston)Mass	75,000 411,559 40,044	75,000 400,000 33,000)	14,149	232,070	4,500	6.	100	100 100	62	2d Mortgage	15,00	0 7 4	1.& J.	187	6
pt. 30, 69 pt. 30, 69 pt. 30, 69	9 6.74 9 2.07 9 4.38	20	0 6	Sub-Urban (Boston) Mass Syracuse and Geddes N.Y Syracuse and Onondaga N.Y	95,000 26,308 31,000	5,00 25,00 31,00	25,000	-	oper. by 14,26 8,79	Mal. &	2 7.	100	100		1st Mortgage	25,00	0 73	i.&D. i.&J.		
t. 31, '69 pt. 30,'69 t. 31, '69	8.33 9 18.00 9 6.43	200 142 160	23 187	10th & 11th sts. Citizen's Ph.)Pa Third Avenue (N. Y. City).N.Y 13th and 15th streets (Phila.).Pa	179,625 2,770,000 997,700	192,750 1,170,000 997,70	1,500,00	100,000	240,29 1,405,52	81,318	8 36 5 12.	56 50 100	20 100	197	1st Mortgage	1, 000,00	0 7	I.& J.	187	5
pt. 30, 69 pt. 30, 69 pt. 30, 69	6.50 9 12.30 9 4.50	35	21	22d and 3d street (Phila.)	72,729 364,662	44,70 250,00 70,00	20,00		15,43 161,22	3 2,24 6,10	5 —	- 100 - 100	100	:::	1st Mortgage	3	11	A.&O	1	
et. 31, '69 ov. 30, '69 ot. 30, '69	9 26.24	548	50	Union (Phila.)	787,341	400,00	300,00 105,20	51.858	463,36	Lansb 112,42 9,35	6 20	- 100	20 100	103	Real estate mortgages Utica, Clinton & Bingham 1st Mortgage	200.00		var.	var	
pt. 30, 69	9 2.50	20	20	Van Brunt st (Brooklyn)N.Y Waltham and NewtownMass	87,000 28,502	121,40 75,00 14,75	0 15,00	16,650	20,05	1 3,48 5 Loss.	3 3	100 100 100	100	:::	Watervliet: 1st Mortgage West Hoboken:	100		.e.J.		3
ept. 30,'66 ec 31, '66 et. 31, '66 et. 31, '66 et. 31, '66 et. 31, '66 ev. 30,'66	5.86 9 13.56	38:	20	Watervliet (Albany) N.Y West Hoboken N.J West Philadelphia Pa	312,454 100,000 549,900	240,00 40,00 400,00	0 60,00 0 100,00	0	108,73	9 28.82	4 11	100	100		West Philadelphia:	100	1	MAN	1 :	
et. 31, '69	4.3	1 1	61 6	Wilkesbarre and KingstonPa Williamsport	0.4 (20)	50,00	0	- 12,000	19,12				50		1st Mortgage Worcester: 1st Mortgage	1	11	J.&D	187	6

REFERRED & GUARAN	TEED S	вто	CI	£8	WHOLESALE PRICE CURRENT.	New York Stock Exchange.	=
Marked with an asterick (*) are guar	anteed by	less.	ees	and	1RON-Duty: Bars, 1 to 14 cents per lb.; Railroad, 76 cents per 100 lb.; Boiler and Plate, 14 cents per lb.	Actual Sale Prices for the week ending Aug. 1 Th.11. F.12.Sat.13. M.15. Tu.16.	
Marked with an asterick (*) are guar thus (†) have equal dividends wit	h lessees	sto	ck.)		Sheet, Band, Hoop and Scroll, 14 to 14 cents per lb. Pig, \$9 per ton; Polished, 3 cents per lb.	Canton Co	
pathway phat	1	Div	'ds	2.	Pig, Scotch, No. 1	Central of N. Jersey1001 1012 102 Chicago & Alton1174 118 1184	102
[COMPANIES.	Amount	01	7	Market Price,	Pig, American, No. 1. 32 - @ 33 - Pig, American, No. 2. 30 - @ 31 - Pig, American, Forge. 29 - @ 30 -	pref	
roll Co. Co.	out- standing.	Rate.	Paid.	A ⁿ	Bar, Kenned, English and American — @ 75 —	9. F	
RAILBOAD STOCKS:			-	_	Bar, Swedes, assorted sizes(gold).85 — @100 — STORE PRICES.—	Chicago, Burl. & Q	****
tlantic & Gt. West'n (O. D.,) pref.	\$1,919,000 2,494,000	7 4	4		Bar, Swedes, ordinary sizes	8s, 1883 110 110 111 Chi. & Gt. Eastern 1st m	***
altimore and Ohio prof	3,000,000	6	6		Bar, Common	Chic. & Northwestern 82 85½ 84 85½	***
erkshire, guaranteedlossburg and Corning, guaroston, Concord and Montreal, pref.	250,000 1,840,000	5	6		Ovals and Half-round	1st M	•••
iffalo, N. York and Erie, guar	900,000		7	75± 74‡	Horse Shoe	Consol.	89 114
amden and Atlantic, Drei	2,200,000		7	74	Hoop	Chicago & R. I. 78, 1870	
tawissa,* pref. and guar	589,110		9		Nail Rod	Chi., R. I. & Pa. 7s, 1896	79
and guaranteed	755,000 400,000		31	29	Sheet, Single D. and T. Common -5 @ -6 Rails, English(gold)per ton. 59 $-$ @ 60 $-$	Clev. and Pittsburg 2 M	***
nemung,* guar	380,000 2,017,815		6	824	Rails, American, at Works in Pennac'y. 70 — @ 71 — Anvils, (Eagle)per lb currency. — 8 @ — —	4 M	•••
hicago and Alton, prefhicago, Iowa and Nebraska,* guar.	2,425,400 2,600,000	7	10	115	STEEL-DUTY: Bars and Ingots, valued at 7 cents per	Clev. and Toledo	•••
nicago and Northwestern, pref eveland and Mahoning,* guar	18,159,097	7	108	854	lb., or under, 2\(\frac{1}{2}\) cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3\(\frac{1}{2}\) cents per lb., and 10 per cent. ad val. (Store prices.)	Col., Chi., & Ind. C 18 18	1'8
eveland and Toledo, T guar	6,200,000		34	****	English, Cast(2d and 1st quality).per lb. — 15 @ — 18	2 M	***
checho, preferred nnecticut and Passumpsic Rivers,	177,750		• • •	•••	English Spring (2d and 1st quality) 7 @ - 10	Del. & Hudson Canal120	12
mberland Valley, 1st pref	1,822,100 241,900	8	8	87 1144	English Blister (2d and 1st quality)	Del. Lack. & Western 105½ 106 1 M. 78 100	
aware.* guaranteed	242,000 594,261		8		English German (2d and 1st quality)	Dubuque & Sioux City 100	••
laware, guaranteed troit & Milwaukee, preferred and maranteed	1,500,000				American, Spring, do 9 @ - 11	Erie Railway 234 224 22 23 234 pref 46 47	2
buque and Sioux City,* preferred	1,988,170		7	071	American German do. $\dots - 9 \times - 12$	1 M. 7s, 1897	
buone Southwestern, prof	330,308	7	7	971	NAILS-Duty: Cut, 11; Wrought, Horse Shoe, 21 5 cents per lb. (Cash.)	3 M. 7s, 1883 89 " 90 90	9
stern (N. H.,)* guaranteed nira, Jefferson and Canandaigua,*	492,500		8	****	Cut, 4d.@10dper 100 lb 4 25 @	5 M. 7s. 1888	
uaranteed mira and Williamsport,* guar	500,000 500,000		5	***	Clinch	Great Western 2d mort	
nira and Williamsport,* guar nira and Williamsport,* preferred nd guaranteed	500,000	7	7	80	Copper	Hudson River	11:
e, preferrednnibal and St. Joseph, pref	8,536,910 5,253,836	7	7	48 1124	Plate and Sheets and Terne Plates, 25 per cent, ad val.	1 M. 7s, 1869 2 M. S. F 101	
rrisburg and Lancaster, "guar	1,182,550 1,180,000	7	7		Banca(gold). per lb. — 37 @ — 371 Straits(gold). — 361 @ — 37	3 M. 78, 1875	13
usatonic, preferredntingdon & Broad Top Mountain,				94%	English	bonds	
referred let and Chicago,* guar let and Northern Indiana,* guar	190,750 1,500,000	7	34	****	I. C. Charconlper box. 8 75 @ 9 — 10 75 @ 11 — I. C. Coke	Lake Shore & Mich.S'th, $93\frac{1}{6}$ $92\frac{7}{6}$ $93\frac{1}{5}$ 93 $92\frac{7}{8}$ Lake Shore Div. bonds	9
kawanna and Bloomsburg, prei	300,000 500,000		8	••••	Coke Terne	Marietta & Cin. 1st pref	1
tle Schuvlkill,* guar	2,646,100		5 7	••••	PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents	Michigan Central119 1184 119 S.F. 8s. 1882	**
referred	848,315		9	99	per gallon.	M. S. and N. I. 1 M. S. F	**
rietta and Cincinnati, 1st pref	6,586,135 4,051,744	6		19	Crude, 40 @ 48 gravity (in bulk). per gan. — @ 12 Crude, 40 @ 47 gravity (in shipping order) — 16 @ — 16 Refined, prime L. S. to W. (110 @115 test) — — @ 23 Refined, Standard White (in ship'g order). — @ 25 Refined, prime White (in shipping order). — @ 25 Refined, S. W. (in jobbing lots)	1 2 M 94 934	
nchester and Lawrence*	1,000,000		9		Refined, Standard White (in ship'g order). —— @ - 25	pref 9½	
cilgan Southern, guaranteed Il Creek and Mine Hill,* guar lwaukee and P. du Chien, lst pref. "2d pref.	586,800 323,375	10	10		Refined, S. W. (in jobbing lots)	Milw. and St. Paul 61 607 61 61 618	••
waukee and P. du Chien, 1st prei. 2d pref.		8 7	8 7	****		pref 77½ 77½ 1st mort 93 93 92½ 93	**
lwankee and St. Paul, preferred ne Hill and Schuylkill Haven,*	9,744,268		• • • •	77	GLASS.—Duty: Cylinder or Window Polished Plate	2d mort	**
uaranteed	3,775,000 282,250		8		not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and	7 3-10s con 90 3 91	9
w Haven and Northampton*	1.344,000		2 8	144	not over 24 by 30 inches, 6 cents per sq. foot; above that and not exceeding 24 by 60 inches, 20 cents per sq. foot; all	H. & St. J. iss 90½ 90¼ Morris and Essex 88½ 89 89 89	**
w York and Harlem, pref agara Br. and Canandaigua, guar.	1,000,000	6	6 8		above that, 40 cents per sq. foot; on unpolished Cylinder Crown and Common Window, not exceeding 10 by 1	1st mort 101	••
densburg and L. Champlain, pref.	1,037,000	8	8	108	inches square, 12; over that, and not over 16 by 24, 2:	New York Central	
rich Eastern (S. C.,) preferred densburg and L. Champlain, pref. lo and Misslesippi, pref terson and Hudson, "guar- terson and Ramapo, "guar- terson and Burean Valley," guar- via and Burean Valley," guar-	8,500,000 630,000	8	8	74	over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.	78, S.F.1876 100 78, conv. '76	
erson and Ramapo, guar oria and Bureau Valley, guar	248,000 1,200,000		6		American Window. (Single Thick.) (Old List.)	68, S.F. 1883 91 68, S.F. 1887	
iladelphia and Reading, pref	1,551,800		10		Sizes. 1st. 2d. 3d. 4th. Sizes. A. B. C. D.	N. Y. Cen. & Hud. Riv. 95\(\frac{3}{4}\) 95 96 95\(\frac{3}{4}\) 95\(\frac{3}{4}\) 91\(\frac{3}{4}\) 91\(\frac{3}\) 91\(\frac{3}{4}\) 91\(\frac{3}4\) 91\(\frac{3}4\) 91\(\frac{3}4\) 91\(\frac{3}4\) 91\(\frac{3}4\) 91\(\frac{3}4\	9
iladelphia and Trenton,* † guar tsfield and North Adams,* guar	1,099,120 450,000		10		6 by 8 to 7 by 9	N. York and Harlem134½ 133½ pref	
rtl. & Kennebec (Yarmouth) guar. rtland, Sago & Portsmouth,* guar.	202,400	6	6		11 by 14 to 12 by 18 9 75 9 00 8 00 7 00	1 М. 78, 1873	5
rtsmouth and Concord*	350,000		7	****	18 by 22 to 18 by 30	new 31½ 34 33½	
uaranteed	142,900		7		20 by 30 to 24 by 30	Ohio and Miss 34 33 34 33 pref	3
chester and Genesce Valley* tland, preferred	557,560	7	7	791	25 by 36 to 30 by 44	Pacific Mail S. S. Co 38 37 37 384 384	
Louis, Alton and T. H., prof	2,040,000 445,556	6	6	60 364	32 by 50 to 32 by 5622 00 20 00 17 00 14 5 Above25 00 28 00 20 00 16 00	Panama	••
uylkili Valley, guar mokin Valley & Pottsville, guar. , Peoria & Warsaw (W. D.) pref.	576,000 869,450	5	5		(The above subject to a discount of 55@60 per cent.)	Pitts., Ft. W. & Chi. gtd. 94 94 94 94 101 101 101	10
Peoria & Warsaw (W. D.) pref. (E. D.) pref.	1,300,000	7	• • •		French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)	2 M 93½	
edo. Wabash and Western, pref.	1,000,000 274,000	7	7	76	6 by 8 to 8 by 10(4 qlts.)per 50 feet.10 - @ 7 75	Quicksilver Mining Co 5	
by and Greenbush, guar	2,500,000	8	8		8 by 11 to 10 by 15(4 qlts.)	St. L., Alton & T. H 31 pref	
arren,* guar	1,408,300 200,000	5	7 5		14 by 16 to 16 by 24(4 qlts.)	1 M	
ightsv., York & Gettysburg,* pref.	317,050	***	2		20 by 28 to 24 by 30(4 qlts.)	Tennessee 68 64 62½ 62½	
JANAL Brooks: laware Division,* gnar	1,633,350	8	8		26 by 34 to 26 by 40(3 qlts.)	Tol., Wab. & Western. 51 50% 51% 52 51%	- 1
pris, preferred	1,175,000 2,888,997	10	10	71 34	28 by 46 to 30 by 48(3 qlts.)23 — @17 — 30 by 50 to 32 by 52(3 qlts.)24 50 @18 —	pref	
ilon, preferred	7,000,001	6	• • •	34	32 by 54 to 34 by 56(3 qlts.)	2 M	
MIRCHLLANBOUS STOCKS:	1				34 by 58 to 34 by 60(3 qlts.)	Union Pacific 1st mort 821 821 821 821	
umberland Coal, pref				821	(Subject to a discount of 55@65 per cent.)	Virginia 6s, ex-coupon 63	

the same of the sa		1			12
	-	Contagnin		AN	R
The Walt State	. In Tr			_	-
New York Sto			40.00		
Actual Sale Prices for					
	.F.12.	Bat.13.	M.15.	ru.10.	W.11
FEDERAL STOCKS: U. S. 5s, 1871, reg					
U. S. 5s, 1871, coup					
U. S. 5s, 1874, reg					
U. S. 5s, 1874, coup			109		
U. S. 5s, 10-40s, coup 108	107%	1074	108	108	108
U. S. 5s, 10-40s, reg	104		104%	1048	
U. S. 6s, 1881, reg				****	
U. S. 6s, 1881, coup114	1148	1148		114%	114
U. S. 68, '81, O.W.L. y			****	****	****
U. S. 6s, 1881, ty	****		****	****	1111
U. S. 6s, 5-20s. reg. 62	****	****	****	2201	1114
U. S. 6s, 5-20s, c. 1862.112	112	112	112	1124	113
U. S. 68, 5-208, reg. '64	111	****	****	3313	iii
U. S. 6s, 5-20s, c. 1864.110	111	****	****	111#	-
U. S. 6s, 5-20s, reg. '65	****	****		1114	iii
U. S. 6s, 5-20s, c. 1865 U. S. 6s, 5-20s, r. n. '65.110	****	****	1091	****	****
U. S. 68, 5-208, c. n. 65.109	109	1095	1094	110	110
U. S. 6s, 5-20s, reg. '67	110	2008	109%		110
U. S. 6s, 5-20s, c. 1867.110	116	1097	110	1101	110
U. S. 6s, 5-20s, reg. '68	****			****	
U. S. 6s, 5-20s, c. 68 1104	110		110		
U. S. 6s, Pac.R.R.issue			1121	****	112
					-
Philadelphia S	tock	Exc	hans	re.	
Actual Sale Prices for			-		6.
		. F.12.			1 u.1
Catawissa preferred 37	****	****	****	****	37
Camgen and Amboy115	116	116	116	116	115
0. 1070		****		****	***
68, 1875					
., ба, 1883	****	****		931	
6s, 1889	****	****		****	***
mort. 6s, '89 954	96			954	
Elmira & Williamsport	****			****	***
pref		***/	****	****	
78	****			****	
Lehigh Navigation 34			341		34
68, 1884	824			83	***
Gold L 88	-				
R. R. L			89		

Catawissa				****	****	ľ
preferred 37					378	
Campen and Amboy115	116	116	116	116	115	П
6в, 1870						
6в, 1875						
., бв, 1883	****	****		931		Ľ
0- 1000						ľ
		****		130	****	L
mort. 6s, '89 95	96		****	954	****	Г
Elmira & Williamsport	****		****	****		ı
pref		****	****			ı
78		****		****		ı
Lehigh Navigation 341	344	35	344	344	34	Ł
68, 1884	824	821		83		ŀ
Gold L 88	88		88%	89		١
R. R. L	-		898			ı
	575	575		577	673	ı
Lehigh Valley R. R 58	578	578	574	578	574	ı
6s new coup				****	****	ŀ
6s new reg			****	****	1001	l
Little Schuylkill R.R			****		424	ı
78		****				ı
Minehill 504			501	****	50k	ı
Morris Canal		****	****			1
				****	****	١
pref	****	****			****	I
6s, 1876				****		1
North Pennsylvania		****	****	404		١
68, 1880					96	١
78					95	ì
10s, 1887						١
Northern Central	****					1
Pennsylvania R. R 58%	587	583	582	582	58	1
3-4 36 1001						1
	****	****	****	****	****	1
2d M	****	••••	****	2041	****	1
Penn. State, 6s. 1st series	****	****		1044		
6s, 2d series						1
6s, 3d series	111	111			111	ŀ
6s, W. L					103	1
Philadelphia City, 6s		1014			1018	ı
new101#	1011	1014	1018	1013	101	
Philad., Germ. & Nor			81		****	
Phila. & Reading 484	48	48	48	481	48	
			-			
78, 1893	OWL	****	****	****	0000	
Philadelphia and Erie 27	274		***	****	27	1
68	****			****		٠
78	****			88	88	
Schuylkill Navigation		****		****	8	ı
pref		****			***	
6s, 1882		70	****	****	****	
		****	****	****	****	
68, 1872		****	***		****	
Susq. Canal				****	***	
6s, 1878		****	****			
Union Canal, pref	****			****	***	
68, 1878 74						
Hestonville, (Horse)		****			***	
Chestnut & Wal						
			****		***	
2d and 3d streets			****		***	
Spruce and Pine		****			***	
13th and 15th sts			****	****	***	

Baltimore	Stock	Exchange.
	2000	TOTO TOTO TO

Date more seo	OR E	ACH	mge	•	
Actual Sale Prices for	the u	eek en	ding 2	Aug. 16	В.
W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.
Baltimore City 6s, 1875. 95		943	94%	95	
1886					
1890 95	95		951		9
1884	****				
Balt and Ohio					
bonds, 1875					
1880			934		
1885					
Marietta & Cin. 1st M 901	901				6
2d M 748	74		****		
Northern Central 44					
bonds, 1885	****				
1900		****	****		
N. W. Va. 1st mort	****				
2d mort	****				
3d mort				****	
City Passenger R R			****		0.0
and remotified to Descesses	****	****		****	

Boston Stock Exchange.

Actual Sale Prices for	the we	ek end	ling A	ug. 17.	
Th.11.	F.12.	Sat.13.	M.15.	Fu.16.	W.17
Boston and Albany 1468	1464	147			
Boston and Lowell					
Boston and Maine		1482			148
Boston and Providence		145		1451	
Boston, Hartford & Erie		34	37	31	
7s, new 27	27	27		****	263
Cheshire, pref 84		84	83	824	
Concord					
Connecticut River					
Eastern	$120\frac{1}{2}$	121		121	121
Fitchburg		1321			133
Manchester & Lawr'ce					
Michigan Central		119	119	119	119
Northern, N. H		109			****
Ogdens. & Lake Champ	897				893
pref109		108#			****
Old Colony & Newport. 96#	****	964	964	963	965
Ph., Wil. & Baltimore 52%	53		534	53	****
Portl'd, Saco & Ports112					1125
Union Pacific	29	****		****	****
68	816		814	****	814
" Land Grant 78	734	****	****	73	73
" Income 10s 784		78	784	78	78
Vermont & Canada	****		****	****	107
Vermont & Mass	62		60		
South Boston (Horse)	****	****			****
Cambridge					****
Metropolitan	****	****	****		****
Middlesex	****	****		****	****
Central Mining Co	****		****	****	****
Copper Falls					****
Franklin	****			3	****
Huron		****		****	****
Isle Royale	****	****		****	****
National		****			****
Pewabic			****	****	****
Pittsburg	****	****	****	****	****
Quincy	****	****	****		****

-Closing	Prices.
July 29.	August 5.
Atl. & Gt. West. N. Y. sec. 7 per ct	-
1st mort., 1880	50 - 55
Do. do., 2d mort., 1881	45 - 50
Do. Penn., 1st mort., 1877	50 - 55
Do. do., 2d mort., 1882	45 - 50
Do. Consol. 7 per cent. mort. 1890 19 — 21	18 - 20
Detroit and Milwaukee 1st mort. 7s 68 - 72	63 - 67
Do. 2d mort. 8 p. c	63 - 67
Erie shares 100 dol. all paid 15 - 16	14 - 15
Do. sterlg. 6 p. c. convertible bonds 65 — 67	60 - 65
Do. 3d mort. 7 p. c. 1883 70 — 75	58 - 62
Illinois Central, 6 per cent., 1875	
Do. Redemption mort. bonds 6 p. c.100 -102	98 -101
Do. 7 per cent., 1875 88 — 92	88 - 92
Do. 100 dol. shares, all paid 98 -100	96 - 98
Marietta and Cin. R. R. bonds 7 p. c 82 - 84	82 - 84
New York Central, 100 dols. shares	
Panama General mort. 7s, 1897 99 -101	
Penn. R. R. bonds, 2d mort. 6 per ct 97 - 99	97 - 99
Do. General mort. 6 p. c. 1910 85 — 90	84 - 88
Do. \$50 shares 45 - 47	40 - 43
Philadelphia and Eric 1st mort, 1881, 90 - 94	90 - 94
Do. with option to be paid in Phila, 90 - 94	90 - 94

American Railroad Journal.

Saturday, August 20, 1870.

Stock Exchange and Money Market.

Money has been rather less freely offered and has shown more activity on the basis of 4@6, generally 4@5 per cent. on call, and 61/2@81/2 per cent. per annum in the discount form. speculative inquiry has been fairly active, and there has been a livelier mercantile demand noted, in preparation for the Fall season. The city banks have been less liberal of aid. They cut down their loan and discount averages, last week, over 21/2 millions and slightly reduced their circulation. Their specie balance fell off 23% millions, and in their legal tender reserve there was a decrease of \$310,926. Their deposits were reduced nearly 534 millions. Their legal tender average is now under 52 millions, as against 61% millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now about 215 millions, as against nearly 2341/2 millions on the 16th of July. Their specie average is down to about 241/8 millions, against 411 millions four weeks since. The U. S. Sub ... Treasury lost nearly two millions of its currency 522,000 of coin certificates.

reserve, and over half a million of specie, during the past week.

The specie reserve of the city banks according to the latest return is \$24,104,302, against \$24,-154,499 same time last year. The city bank deposits are new \$215,074,491, against \$198,-952,711 week ending Aug. 13, 1869. The legal tender reserve amounts to \$51,976,262, against \$54,730,089 same time last year. The circulation now stands at \$32,909,166, against \$23,992,257 same time last year. The loans are now \$278,-647,619, against \$266,505,365 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$73,682,274 a day, against a daily average of \$74,343,237 the preceding week. The current weeks' exchanges average about 633/4 millions a day. The city banks, last week, reported a loss of \$2,368,290 of specie, and \$5,744,806 of deposits, and \$310,926 of legal tender notes. They reduced their loans, \$2,534,525; and their circulation, \$33,978.

The city bank exchanges on Wednesday were about 681/2 millions.

The coin reserves of the Treasury Department on Monday were over 103 millions, including \$35,-915,000 on deposit on private account; currency balances, \$40,124,807.

National Bank notes to the amount of \$174,610 were issued last week by the Treasury Depart. ment, making the total issue to 1,692 banks thus far, amount to \$327,319,329, against \$282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$27,912,345 leaving, with the existing 1,612 banks, (having an aggregate capital of \$427,235,701,) an actual circulation at this date, of \$299,406,984. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,970,-450; and for the public deposits, \$16,364 500making a total of \$358,334,950. The Treasury Department last week redeemed and destroyed \$599,200 of worn and mutilated fractional currency, and issued \$898,269 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 13, were \$3,410,869 in coin, (including \$3,223,000 from customs duties,) and \$7,303,171 in currency; payments, \$3,939,160 in coin, (including \$475,506 of coin interest,) and \$3,698,181 in currency; balance at the close of the week, included \$67,957,943, of coin, against \$68,486.234 the preceding Saturday, and \$12,404,451 of currency, against \$14,381,116 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$458,698 in coin, (including \$417,230 from customs,) and \$929,294 in currency; payment \$147,908 of coin (including \$131,000 of coin interest), and \$277,525 of currency. On Tuesday, receipts, \$696,816 in coin (including \$666,000 from customs), and \$652,478 in currency; payments, \$39,129 in coin (including \$36,500 of coin interest) and \$218,141 of currency. The balance at the close of business on Tuesday included \$13,490,557 of currency, and \$68.296,421 of coin against a balance a week previous of \$15,084,792 currency, and \$69,237,952

The U. S. Sub-Treasurer issued in July \$9,-

The U. S. Sub-Treasurer retired, last week, \$2,- 000; Wednesday August 31, \$1,000,000. And will have been 10,606 pkgs., against 15,810 pkgs., same 859,934 of coin certificates, received for enstoms.

Government revenues have been yielding moder- 25, \$2,000,000. ately well, since our last. The excises, during the week yielded \$3,604,071; customs at the port of New York, \$3,099,985, and at the outports changes in values, since our last. Bankers' sixty about a million (in coin) more, making the grand total income for the week equal to about \$8,387,-328 in currency. The income of the Government, from excises, since July 1, 1870, has been \$31,-209.694.

Gold has been less active and less variable in price, since our last, the range of the week having been from 1153/4@118; and the closing quotation on Wednesday was 1173/a. The war reports from Europe have been generally against a confident speculative movement and buoyancy in the price-The export drain has been less extensive, having fallen below three millions last week, against 37/8 millions the preceding week, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at from 117 27 to 117 46. The aggregate of the bids was \$3,925,000. The shipments thus far this year have been about 421/2 millions, against 231/2 millions same time in 1869; 621/2 millions same time in 1868; 385% millions same time in 1867; 60 millions same time in 1866; and 19 millions same time in 1865. On Wednesday of the current week, the specie exports amounted to \$1,370,000. The exchanges at the Gold Exchange Bank, which were 102 millions on Thursday of last week, fell to 421/2 millions on Monday of this week, and were 70 millions on Tuesday. On Wednesday they were again under 311/2 millions.

The coin balance of the U.S. Sub-Treasury on Thursday morning was \$69,612,193.

The customs demand for Gold last week, averaged \$537,167 a day; thus far, this week, it has averaged \$541,615 a day, or equal to a weekly aggregate of \$3,249,690. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$44,687; and since Jan. 1, 1870, \$7,405,375, against \$9,815,380 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$83,304,849 against \$82,075,092, same time in 1869.

The customs revenue of the port on Wednesday was \$513,000; and the coin interest disbursements were \$41,400.

The customs revenue at the port of San Francisco, from Jan. 1 to August 5th, was \$4,615,000, against \$4,571,000 same time last year.

The exports of specie, from this port, last week, were \$2,917,878 against \$784,116 same week last year; and since Jan. 1870, \$40,715,781, against \$23,436,848 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public deht \$475,506; and since Jan. 1, 1870, \$61,844,-699 against \$64,122,135 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to Aug. 5th, were \$22,125,792, against \$24,326,898 same time last year.

Under its official programme for August, Government will make the following sales of Gold and purchases of bonds, during the remaining weeks of the month. It will sell Gold on Wednesday, August 24, to the amount of \$1,000,- cotton goods from this port, since Jan. 1, 1870, ren and Franklin 7s, 83; Sunbury and Erie 7s,

buy Five-Twenties, as follows: Thursday, August

Foreign Exchange has been in comparatively moderate demand, and without remarkable day bills on London closed on Wednesday at 1091/2@10934; sight bills on London 1101/2@ 1103/4. The offerings of produce bills have been moderate. The week's exports of domestic produce have been to the currency value of \$3,288,-748; and since January 1, 1870, \$114,036,319 against \$117,186,539 same time in 1869.

Government securities have met with a readier sale at firmer and buoyant prices, on very moderate offerings of nearly all issues. On Thursday, Government bought in a million of Five Twenties at about the open market rates.

U. S. sixes of 1881 closed here at 1143/4@115; U. S. Five-twenties of 1862, 112%@1131/8; U. S. Five twenties of 1864 at 111 3/6 111 5/2; U. S. Fivetwenties of 1865 at 1111/2@1113/4; U.S. Five-twenties of 1865 consolidated, 1101/2@1101/2; U. S. Five-twenties of 1867, 1103/201101/4; U. S. Fivetwenties of 1868, 1105/201107/2; U.S. Ten-forties at 1083/201085/2; U. S. Six per cent. currency bonds, 1113/@1121/4.

The currency balance in the Treasury, according to Washington despatches of Wednesday, amounted to \$28,952,240 42. The coin balances in gold certificates.

State bonds have been rather less active, but generally firm in price.

Railway bonds have been in more general demand including Central Pacific Sixes, which closed on Wednesday strong at 87@871/2; and Union Pacific Sixes at 823/@83.

Railway and miseellaneous share property has been less freely dealt in by speculative operators, yet has been generally strong, though irregular in price. Erie shares have been in unusual demand both in the New York and London markets.

The latest quotations at the London Stock Exchange compare as follows with former returns:

At	igust 3.	Aug. 10.	Aug. 17.
Consols	887/8	903/4	911/4
U.S. 5-20's of 1862	821/2	861/4	871/4
U. S. 5-20s, 1865	82	85	8634
1867		84	8534
" 10-40s	80	811/2	83
Erie		161/2	173/4
Ill. Central	103	106	110
At. and Gt. West	20	20	$22\frac{1}{2}$

General business has been unusually dull, since our last, and in most instances buyers have had the advantage as to price. There has been less export call for Breadstuffs and Provisions. Petroleum, Rosin, and Spirits Turpentine have shown exceptional animation and buoyancy. Middling upland cotton closed at 1914 cts. per about 25,000 bales. The receipts at the port this week, have averaged about 1,975 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,837,230 bales, against 2,040,850 bales in 1868-'9; exports, same time 2,188,550 bales, against 1,434,-640 bales same time in 1868-'9; stock on hand at latest dates, 96,200 bales, against 26,375 bales same date 1869. The exports of domestic

time in 1869. From Boston, 4,598 pkgs. in 1870, against 6,025 pkgs, same time in 1869.

Foreign goods have been in quite moderate demand and somewhat weak in price. The dry goods entries at this port, last week, were \$1,-975,143, making with the general merchandise imports, a total of \$5,214,146.

At the Live Stock markets, this week, Beeves have been less plenty and quiet at from 8@16 1/2 c. per lb.; week's receipts, 7,347. Milch cows continue very quiet at \$40@\$100 each, receipts, 63. Veal calves have been in better request at from 7@12c. per lb.; receipts, 2,535. Sheep have been in moderate request at from 3@61/2c.; lambs at 61/2@10c. per lb.; receipts, 34,204. Swine have been dull and nominal at 91/4@93/8c, per lb., all live weight; receipts, 13,619.

Ocean freights for British ports have been quiet and quoted lower. Petroleum vessels have been in more demand and held with confidence. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s. by steamer per bbl.; grain at 51/2@53/4d. by sail, and 51/2@53/4d. by steamer per bushel; cotton at 3 d. by sail and 1/4d. by steamer per lb.; and heavy goods 20s.@40s. by sail, and 20s. @45s. by steamer, per ton. Total number of vessels in port on Wednesday, 469.

The following will show the exports (exclusive of specie) from New York to foreign ports for was \$101,987,902 39, of which \$33,626,500 were the week ending August 15th, and since the beginning of the year:

	1869,	1870.
For the week	\$4,568,552	\$3,288,748
Previously reported	112,617,987	110,747,571

Since Jan. 1......\$117,186,539 \$114,036,319 The imports for the week ending Aug. 13, and since the beginning of the year, have been as follows:

Dry goods	1870. \$1,975,143 3,239,003
Total for the week Previously reported1	\$5,214,146 179,411,804

Since January 1..... \$194,406,006 \$184,625,950

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:-

New York .- Georgia 6s, 911/2; North Carolina 6s, special tax, 25; do., Fund Act, 1866, 40; do. 1868, 36; Alabama 8s, 100; do. 8s, R. R. bonds, 93; Connecticut 6s, 1001/4; South Carolina 6s, new, Jan. and July, 731/2; Louisiana 6s, 73; do. new, 68; Pacific R. R. 7s, guar. by Mo., 961/2; North Missouri 1st mort., 84; Gt. Western 1st mort., 1888, 861/2; Galena and Chicago 1st mort., 100; St. Louis and Iron Mt. R. R., 41; do., 1st mort., 86; Toledo, Wabash and Western consol. bonds, 801/2; Milwaukee and St. Paul 1st mort., lb. The stock of cotton now here is given at Iowa Div., 86; Ohio and Mississippi consol. bonds, 88; Hannibal and St. Joseph 8s, con., 1081/2; New York and New Haven R. R., 143; Adams Exp. Co., 681/2; Wells-Fargo Exp., 14; U. S. Exp., 441/4; Western Union Telegraph, 345/8; Jersey City W. L., 92; Central gold, 0.25; Consol. Gregory gold, 0.45; Grass Valley gold, 0.43.

Philadelphia,-Pennsylvania R. R. Gen. mort., coup., 951/4; Pennsylvania and New York Canal 7s, 921/4; Lehigh Nav. 6s, conv. loan, 781/2; War-

mington and Reading 7s, 94; Oil Creek and Allegheny River R. R., 451/4; do., bonds, 80. The latest quotations are: City 6s, 1013/4@103; do. free of tax, 101 %@10134; State 5s, coupon, 102@-; do., 6s, W. L., 103@103; do., 1st series, 102@104; do., 2d series, 107@108; do., 3d series, 111@112; Reading, 477 248; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 95@96; Camden and Amboy, 1151/2 @116; do., mort. 6s, 1889, 951/2@95%; do., 1883, 93@94; do., 1889, 90@911/6; Penn. R. R., 583/4@ 58%; do., 1st mort., 102@1021/2; do., 2d mort., 102@1021/4; Little Schurlkill R. R., 41@421/4; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 82@85; do., scrip 7s, 65@—; Susquehanna Canal, 5@10; do., 6s, 443/4@451/2; Schuylkill Nav., 8@ 1873, 92@95; do., 5s, 60@61; Lehigh Coal and Navigation, 34@341/8; do., 6s, 1884, 831/2@831/2; 881/4; North Pennsylvania, 40@41; do., 6s, 951/2 @96; do., 7s, 94@96; do., Chattle 10s, 111@-Philadelphia and Erie, 267/8@27; do., 6s, 93@ 93; Minehill, 50@51; Catawissa, 11@13; do. pref., 37@371/4; Lehigh Valley, 575/8@573/4; do. 6s, 961/8 @-; do., 6s, reg., 100@1001/4; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 451/2 @46; Thirteenth and Fifteenth, 21@2134; Spruce and Pine, 23@24; Green and Coates, 38@381/2; Chestnut and Walnut, 45@46; Hestonville, 121/2@ 131/2; Union, 43@441/2.

g

n

t

11

et

n

r

d.

1;

er

s.

7e

or

e.

48

71

19

nd

as

43

03

46

04

50

ay

ren.

ina

do.

ds,

68,

do.

1/2;

1st

rt.

sol.

rt..

ds.

1/2;

ms

S.

%;

on-

13.

ort.,

inal

Var-

78

Boston.-Vermont Central 1st mort., 85; do., 2d mort., 3934; Vermont Central and Vermont and Canada 8s, 1875, 1031/8; do., 1889, 1033/4; Indianaapolis, Cincinnati and Lafayette R. R., 191/2; do., 7s, 72; Old Colony and Newport 6s, 1876, 951/2; Western R.R. 6s, 1875, 103; Michigan Central Air-Line 8s, 1890, 107; Burlington and Missouri River Land Grant 7s, 891/8; Boston, Concord and Montreal 8s, 1889, 891/2; Vermont and Massachusetts 6s, 1883, 913/4; Stanstead, Shefford Chambly 7s, 83; Lake Superior and Mississippi R. R.,1st mort. 7s, 90; Ogdensburg and Lake Champlain 8s, 1017, @102; Rutland R. R., 321/2; do. pref., 791/2; do., 7s, 1880, 801/4; Connecticut and Passumpsic Rivers pref., 87; Norwich and Worcester R. R., 1031/4; Nashua and Lowell R. R., 1441/4; Cincinnati, Sandusky and Cleveland, R. R., 31; do., do., 7s, 1890, 821/4; Cary Imp., 8; Waverly Land, 13/4; Massachusetts 6s, 1873, gold, 1123/4; do. 6s, 5 20s currency, 100; do., 5s, 1883@1894, gold, 983/4; Maine 6s, 1889, 981/4; New Hampshire 6s, 1870@1872, 100; Rhode Island 6s, 1882, 993/4; Boston 5s, 1875@1880, currency, 1001/4; do., 5s, 1877,@1886,gold, 977, Bath 6s, 1891, 91; Chicago 7s, 981/2; Cook Co., Ills., 7s, 1885, 973/4; Portland 6s, 1877, 91; Cambridge 6s, 1888, 983/4; Charlestown 6s, 1889, 98½; Calumet Mining Co., 75; Dana, 25c.; Hancock, 1½; Hanover, 27c.; Manhattan, 25c.

Baltimore.-Virginia 6s, old, reg., 501/4; do., 1867, 57; do. 1866, 601/8; Memphis City 6s, 553/4; Grange and Alexandria 4th mort., 761/4; Pittsburg and Connellsville bonds 903/4; Western Maryland 1st mort, unendorsed, 753/8; Richmond and Danville bonds, 781/2. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 903/4@ 91; Baltimore and Ohio, 126@133; do., 6s, 1875. 93@95; do., 1880, 931/4@931/2; do., 1885, 943/8@ 95; Northern Central, 431/241/2; do.,6s, 1885, of city passenger railway companies.

103; West Jersey R. R. 6s, 91; do. 7s, 971/4; Wil- 921/20931/4; do. 1900, 88@901/4; do. 6s, 1900, gold 94@95%; Parkersburg Branch, 5@25; N. W. Va. 1st mort., 93@-; do. 2d mort., 92@95; do., 3d mort. 1885, 88 9-; Marietta and Cincinneti 7s, 1892, 921/8@923/8; do., 2d mort., 741/8@76; Central Ohio, 24@30; do., 1st mort., 841/2@85; Western Md. 6s, 1890, 75@78; do., guar., by Baltimore City,90@-; do., 2d mort., guar., 88@-; do., 6s, pref., 63@65; do., 6s, guar., by Washington Co., -@831/2; Richmond and Danville bonds, 781/4 78%; Orange and Alexandria 1st mort., 6s, 80@ 82; do., 2d mort., 6s, 75@78; do, 3d mort., 8s, -@781/2; do., 4th mort., 8s, 753/4@78; Orange, Alexandria and Manassas 7s, 75@79; Virginia and Tennessee 8s, 81@84; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 72@741/2; Baltimore 6s, 1875, 9; do., pref., 17@17½; do. 6s, 1882, 72@72; 951/6@96; do., 1884, 931/4@941/4; do., 1886, 94@94; Elmira and Williamsport pref., 40@45; do., 78, do., 1890, 95@96; do., 1893, 93@941/4; do. 5s, 1838-'70, 72@80; Memphis City 6s, 553/4@ 56; Maryland Defense Loap, 1883, 102@1021/2; do., R. R. Loan, 891/4@891/2; do., Gold Loan, 88@ City Passenger R. R. 20@22; George's Creek Coal, 60@63; Atlantic Coal, 1.50@2.00; Bare Hill, 0.00@0.25.

Michigan Railroad Bonds.

The Michigan Legislature has agreed upon an amendment to the constitution, to be submitted to the people, providing that the Legislature may make provision by law for the payment by counties, townships, and municipalities, of all bonds probable this issue will be called in till maturity, as or other obligations heretofore issued in aid of railroads, such bonds to be paid by the county township or municipality issuing them, and not in any case by the state; the question of payment to be submitted to each municipality. This was adopted in the House by 67 yeas to 28 nays, and in the Senate by 23 yeas to 4 nays. No provision is made for granting aid to railroads in the called in for 5 years, at 109 pay but 4 per cent.

Spuyten Duyvil and Port Morris Railroad

The work on the Spuyten Duyvil and Port Morris Railroad, a branch of the Hudson River Railroad, will be completed before winter, if possible. The contractors on the different sections, are keeping large gangs of men at work, and at several places along the line, especially along the price for any length of time. Westchester county bank of the Harlem river, the work is so far progressed as to be almost ready for the laying of the rails. The rolling stock will Collections, and do a general Banking business. be ready for the road as soon as the last rail is

The Utica, Chenango and Cortland Railroad extends from Cortlandt to Otselic, but it is to be extended to Elmira south, and to Smith's Valley, so as to make a continuous line from Utica to Elmira.

The rails on the Kent County (Md.) railroad are now laid to Duyer's Station. The location from Duver's to Chestertown has been agreed upon, and will be put under contract immediate-

The engineers employed by the Alexandria and Fredericksburg Railroad Company have commenced the work of locating the road, the experimental lines of which they had previously

On the first of October the act of Congress goes into effect which repeals the United States tax of one-eighth of one per cent, on the receipts

Central Pacific Railroad. A. S. HATCH. HARVEY FISK. OFFICE OF FISK & HATCH, No. 5 Nassan st., }

NEW YORK, Aug. 15, 1870.

THE CENTRAL PACIFIC R. R. 6 per cent. GOLD Bonds, having 26 years to run, are to-day selling at 86.25. At the rate of 88.10 they yield 7 per cent. in gold; interest and principal payable in gold coin, in New York City.

They are secured by a First Mortgage on property worth four times their total issue; a road having a princely revenue--nearly \$3,000,000 for the first six months of this year, and \$727,800 for July, being an increase of \$800,000 over the large revenues of the same period last year, while the annual interest paym nts are \$1,600,000. They are as good and as safe as Government Bonds. Holders of the latter would do well to capitalize the difference while the Centrals are so low--occasioned by the return of these Bonds from Germany, on account of the terrible war now raging in Europe. The amounts now coming are small, and are being steadily absorbed by heavy capitalists here.

THE U. S. CURRENCY SIXES-principal and interest payable in lawful money-with an average of 26 years to run, at 113 flat, pay only 5 per cent.

TEN-FORTIES, with 34 years to run, (it is not a portion of the Bonds authorized by the Funding Bill bear 5 per cent.), at 1041/4, about the present price less coupon due Sept. 1, pay 43/4 per cent. gold.

Sixes of 1881, having 11 years to run, at the current rate, 114.50, pay only 41/2 per cent. gold.

FIVE TWENTIES, assuming that they will not be gold, per annum,

This opportunity to realize so handsome an addition to their capital, and at the same time a large increase in the average annual interest yield, by an exchange into Central Pacific Bonds, may not occur again. We expect, as the demand for them is large, that they cannot be had at the present

FISK & HATCH.

N. B .- We allow Interest on Deposits, make

The Pennsylvania Railroad Company, having bought all the stock of the Indianapolis and Vincennes Railroad, has given its own guaranty for the principal and interest of all the bonds of the road, and all the old guaranties have been

The Albany Journal says a movement is on foot to build a road from Ithaca to the Central at Cayuga. It will cost \$1,000,000 to build and equip it. Of this some \$320,000 are already provided for. A contractor offers to proceed with the work if \$350,000 more is subscribed.

The Old Colony and Newport Railroad Corporation has purchased the Granite Railroad in Quincy, and will connect it with the main line. It is the oldest railroad in the country, and has always been operated by horse power.

By act of Congress, approved June 28, 1870, the Bridge to be erected across the Delaware river, between Philadelphia and Camden, is declared to be a post route.

Journal of Railroad Law.

RAILBOAD COMPANIES-LIABILITY FOR FAILURE TO ERROT PENCES-WHAT IS NEGLIGENCE IN AN IN-E PANT.

The facts in the recent case of Schmidt, an infant, etc., vs. The Milwaukee and St. Paul Railway Company (28 Wis., 186,) are fully and clearly stated in the following opinion by

COLE, J .- The jury must have found, under the instructions of the Court, that the parents of the child were free from fault or negligence in allowing the in'ant to stray upon the railroad track, For the Court specifically instructed the jury, that if they found from the evidence that the injury to the plaintiff was caused by the neglect of the defendant or its agents, while the parents of the plaintiff were in the exercise of ordinary care in guarding the plaintiff, then they should find for the plaintiff. The same proposition is substantially embraced in other parts of the chargethat if the negligence of the parents, or of those whose duty it was to watch the infant, contributed to produce the injury, no recovery could be had. The jury were told that they must consider all the circumstances appearing in the evidence in order to determine whether the parents had exercised ordinary care in guarding the child or not: and this was undoubtedly correct. As was forcibly argued by the counsel for the plaintiff, in determining this question of negligence, the condition of the family, the season of the year, the place of the accident, the probability that it would happen, and all the surrounding facts and circumstances, were proper matters to be considered by the jury; and they must have found from the whole evidence that the parents were free from fault or negligence.

Then, we think the ruling of the Court below correct upon another proposition, which has been very elaborately discussed by counsel, that is, whether an infant of only eighteen months old must be judged by the same rule as an adult, when exposing himself to danger. In denying the motion for a nonsuit, the Court evidently was of the opinion that negligence could not be predicated upon the conduct of an infant of that age. But the counsel for the company insists that this is an erroneous view of the law, and that the correct rule upon the subject is, when an infant brings suit for injuries received, that he is bound to show himself free from all negligence or want of proper care, tending to produce the injury, the same as an adult. He argues and claims that all plaintiff's suing for such injuries stand upon the same ground, and are subjected to the same rules: and that, so far as the right of recovery is concerned, whatever would be negligence or want of proper care in an adult, is negligence or want of proper care in an infant. We are not prepared to yield our assent to the soundness of such a proposition, even though cases may be found which seem to sustain it. An infant of the age of eighteen months is utterly incapable of exercising any care or discretion in any matter whatever. He is incapable of comprehending the imminent danger of remaining on a railroad track when a train of cars is approaching. He is necessarily incapable of exercising any judgment or forethought, can neither apprehend the danger to which he is exposed, nor take

Negligence cannot properly be imputed to him, since he knows nothing of care, or diligence, or danger. And to say that he is bound to the same legal rules in regard to the exercise of care and diligence in avoiding danger, and escaping the consequences of neglect on the part of others, which are applied to persons of full age and capacity, seems to us a most unreasonable doctrine. Reason, principles and the weight of authority, we think, sanction a different rule. Most of these cases where this question is discussed, are cited on the brief of the counsel for the plaintiff; and we are content to refer to the reasonings in those cases upon the point we are considering. They fully vindicate both the soundness and humanity of the doctrine, that negligence cannot be imputed to the conduct of an infant of such tender years as the plaintiff, and that in respect to his acts he is not to be judged by the same rules which are applied to an adult. All that is demanded in such cases is, a degree of care or diligence equal to the capacity of the child. In addition to the authorities cited by counsel upon this point see Whirley vs. Whiteman, 1 Head, (Tenn.,) 610, and Angell on highways, § 347. And this brings us to the point in the case which presents the greatest difficulty.

The child was, in the month of August, 1865, run over by a gravel train of the defendant, and lost his right arm in consequence of the injury so received. The railroad track ran across the farm of the plaintiff's father, some forty and forty-five rods from the dwelling house. The road had been in operation a year or more, but the company had neglected to construct any fences along the line of the road at that point. The child was on the track where a path leading from one part of his father's farm to the other, crossed the rail-

The plaintiff requested the Court to give a number of special instructions, the fourth, fifth the road, neglecting all the while to build a fence and sixth of which were as follows:

"Fourth. The defendant was guilty of negligence in failing to fence its road across the land in question.

"Fifth. If the jury find from the evidence that the want of a fence was the cause of the injury, without negligence of plaintiff's parents contributing thereto, they must find for the plaintiff.

"Sixth. If the jury find from the evidence that, owing to the want of a fence, this part of the road over the land in question was unsafe, and accidents more liable to occur there than where the road was fenced, and that the company had notice of this fact, then it was the duty of the de fendant to use more than ordinary care and diligence to prevent such accidents, and to run their trains with reference to this consideration.'

These instructions the Court gave, under exceptions, and also gave, at the request of the de fendant, this instruction:

"That the plaintiff cannot recover for the negligence of the defendant in not building said fence, unless you find that the injury happened without the fault of the plaintiff and in consequence of the neglect to build the fence, and that the fence would have prevented it."

Now, considering these various instructions together, so far as they bear upon the question of The Mil. and Prairie du Chien R. R. Co., 20 Wis., the liability of the company arising from the fact mitable means to protect himself against it, that it had neglected to build a fence along the senger, without fault on his part, is injured in

road at that place, they simply amount to this proposition: That though the defendant was guilty of negligence in failing to fence its road across the land in question, yet this fact would not authorize a recovery, unless the injury happened without the fault of the plaintiff's parent's contributing thereto, and in consequence of the neglect to build the fence and the fence would have prevented the accident.

Assuming, then, these facts to exist, as we must after the verdict-that the parents exercised ordinary care in protecting the child; that the company neglected to build a fence along its road at that place, as the law required; and that the child was injured in consequence of this neglect. the question arises. In such a case is not the company liable? The counsel for the company says that the failure to build a fence subjected the defendant to certain liabilities in case of an injury to cattle, horses, or other domestic animals; and that in case of injury to passengers happening in consequence of not fencing the road, certain other liabilities would attach; but that fences were never intended to keep men, women or children off the track, and are utterly useless for any such purpose.

In answer to this argument, it must in the first place be remembered, that the statute imposes upon all railroad companies of this State the positive duty of erecting and maintaining good and sufficient fences on both sides of their roads, with grates or bars therein, and farm crossings for the use of the proprietors of the adjoining lands. This is a clear, distinct and precise legal duty imposed by the Legislature : and the failure to perform it by the company in this case was the sole cause of the injury. For the jury in effect found, that a fence would have prevented the accident. The facts in this case show, that for more than a year the company had run its trains over at that place-omitting to do what not only the law required, but common prudence demanded should be done, as well for the protection of persons traveling on its road as for the security of the domestic animals of those residing along the track, and the safety of children exposed to its dangers, who were incapable of taking care of themselves.

Now, when the company neglects to perform this duty, did it not necessarily assume responsibility for all damages which might result from that cause? Can the Court make an exception to this general liability, when an infant is injured solely in consequence of the want of a fence, no negligence of the parents contributing thereto? Would it not be an unwarrantable restriction of the statute, to hold that the duty imposed upon the company of maintaining a fence along its road had no reference to such children? If one were to look at the mere verbiage of the last part of the first section (chapter 268, Laws of 1860), he might conclude that the object of the law was solely for the protection of domestic animals. And yet the Courts have held that the law has a broader application, being in the nature of a police regulation, intended mainly to secure the safety of passengers upon railroad cars. Blair vs. 254, and cases there cited. Hence, where a pasconsequence of the cars being thrown from the got on the railway; all was mere conjecture and track by cattle passing on to the same at a place surmise." But the fair inference from the case is, where the company ought to maintain a fence, he can recover for all damages sustained, without other proof of the negligence of the company. And this recovery is had in such a case upon the ground that when the company neglects to perform a duty imposed by the statute it "necessa" rily assumes responsibility for all damages which may ensue from that cause." Thus a liberal construction has already been placed upon the statute for the purpose of furthering the important and beneficial objects of its enactment. It has been extended to cases which, if not clearly within the letter, are certainly within the spirit of the law, as when it was applied to the case of a passenger injured in consequence of a failure of the company to fence its road. And it is in strict harmony with the principle and reasoning of these cases to say that the statute also embraces a case like the one before us.

Here, if the fence had been erected, the accident would not have happened. Solely and entirely from the omission of the company to perform this clear, positive, absolute duty, the plaintiff is maimed and deprived of his right arm. Had it been an ox or horse, or some other domestic animal, which had been injured by the failure to erect the fence, the liability of the company would be clear and absolute, regardless of the question whether the owner had been guilty of negligence. Can it be, then, a perversion of the intent of the statute to hold the company liable for a breach of the same duty, when a helpless infant is injured without any fault on the part of the parents? It appears to us not. In Wakefield vs. Conn. and Pass. R. R. Co., 37 Vt., 330, where a statute required the bell on locomotive engines to be rung, or the whistle blown, for a certain distance at crossings, the Court held that this duty was imposed upon railroad companies, not only in reference to persons approaching or in the act of crossing the track, but in reference to all persons who, being lawfully at or in the vicinity of the crossing, might be subjected to accident and injury by the passing train. In that case the plaintiff had crossed the track, and driven about 35 rods south, when a train of freight cars came over the road from the south, and was within five or six rods from the plaintiff's team when first discovered by him and his horses. The forward pair of horses, being greatly frightened, instantly turned back with such force as to break their fastenings to the other horses, and ran back to the crossing, where they were injured by the passing cars. The Court, while holding that the connection of the failure to blow the whistle or ring the bell with what did happen seemed very slight, yet could not for that reason say that the company was not responsible for any injury caused by an unwarrantable omission to perform the duty imposed by law.

d

al

re

e

er

ce

he

ed

er-

of

he

its

of

rm

si-

om

ion

red

no

0 ?

of

oon

its

one

art

30),

was

als.

18 8

the

Vis.,

In Singleton vs. The Eastern Counties R. R. Co., 97 Eng. C. Law, 287, it seems to be assumed by the judges, that if the children has strayed upon the railroad tracks through the fence, at a place where a rail was off, which fence the company was bound to keep in repair, this would be such an act of negligence as would render the There was nothing to show how the children iron ore and lime stone.—Balt, Sun.

that if it had appeared that the child passed on to the track through a defective fence which the company was bound to keep, then the action might have been maintained. In this case, the connection between the omission of the company to perform its duty, and the accident which happened, is direct, clear and certain. If the company had built a fence at that place, the child would not have been injured. So the jury must have found, under these instructions. Upon such a state of facts, we are unable to say that the company is not liable for the damage sustained.

The sixth instruction, above cited, calls for no special remarks. We think it substantially correct.

It was further insisted that the judgment should be reversed because the damages are excessive. The jury gave a verdict for \$8,000. It is, of course, difficult for any one to estimate the real amount of damages which the child has sustained in consequence of the loss of his arm, The question was one peculiarly proper for the jury to determine. We cannot interfere, unless the excess is so great that we can say that the jury must have acted from some improper influence or bias in the matter. This we cannot say.

There are many other points discussed in the arguments of counsel, but we do not deem it necessary to notice them. The questions which we have noticed are the controlling ones, and dispose of the cause.

The judgment of the County Court is affirmed.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of July, inclusive, during the ing at Denver. years 1869 and 1870, was as follows:

		. Wheat, bu.	Corn, bu.	Barley, bu,
9	1869163,600	6,993,200	2,473,300	11,800
10	1870154,900	6,752,600	1,300,000	82,400
9		240,600	173,300	*70,600

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a decrease equal to 56,820 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July in the years indicated:

186	38. 1869.	1870,
Canal opened - April	23. May 6.	May 10.
Flour, bbls 115,	900 163,600	154,900
Wheat, bushels4,993,	000 6,993,200	6,752,600
Corn, bushels 7,313,	900 2,473,300	1,300,000
Barley, bushels 326,	500 11,800	82,400
Oats, bushels3,956,	600 1,577,200	1,269,700
Rye, bushels 159,	500 210,600	271,000
Malt, bushels 217,	300 112,600	212,500
Feed, lbs	4,144,900	4,527,200

Manchester and Parkton Railroad.

Work is still progressing on this road, and we learn that more than one-third of its entire length is graded and ready for the laying of the track. A preliminary survey, looking to the extension of the road to Bachman's Mills, has been made by Mr. Gitt, engineer, and the intention seems to be to extend it to that point as rapidly as the means of the company will allow. It is an important company liable. Mr. Justice Williams says: point to strike on account of the large beds of

Petroleum as Fuel.

The Atloona Sun reports the successful trial of petroleum as fuel on a locomotive belonging to the Pennsylvania railroad. A few weeks ago the experiment was unsuccessful, in consequence of the giving way of the gum hose used to convey the oil to the receiver. On the recent trial an improved pipe was used, and the locomotive, being chilled throughout, in seventy minutes' time had generated sufficient steam to fill the boiler to its utmost capacity, and to run the engine up the mountain. The petroleum does not come in contact with the fire, but by a system of tubing a vapor is generated, which passes into the furnace, and makes, it is alleged, an intense but easily controlled fire.

Police on the Railroads.

It is stated that a number of conductors on the different roads in the State hold commissions from the Governor, investing them with all the powers of policemen, to make arrests and quell disturb-ances when necessity requires. This will be a notable improvement to the comfort and convenience of the respectable portion of the traveling public, and will tend to suppress a number of petty annoyances to which passengers are at times subjected. Any refractory or turbulent rough or loafer can immediately be placed under arrest and disposed of at the stations along the road. The confidence men, too, will find their occupation gone, and will have to seek new fields of enterprise to exhibit their deft skill, and unsurpassable impudence. This system should govern all roads throughout the country.—Albany Journal.

The Kansas Pacific railroad has been completed and opened to Denver. The Denver Central City and Georgetown Railroad is a fixed fact: so also is the Denver and Boulder Railroad. The Denver and Golden Railroad will be completed in one month. This will make five railroads center-

James Jenkins and Carlton Foster, of Oshkosh, and A. M. Skeels and J. Dobbs, Jr., of Ripon, have been elected directors of the Oshkosh and Ripon railroad company. It seems to be generally conceded that the section of the road between Oshkosh and Ripon should be constructed at once.

There are now 14,247 miles of railway in England, representing an aggregate capital of \$2,511,314,435, and occupying 289 square miles of territory, or one acre in every 273 of England and Wales; one in every 8,123 in Scotland, and one in every 853 in Ireland.

In Belgium there are 1,250 miles of railroad, making an average of two and a half miles to every 10,000 of the population, or ten miles to every 100 square miles of territory. These railroads were constructed at an average cost of \$91,-

Prussia has 3,800 miles of railroad, making an average of two miles to each 10,000 of the population, or four miles to each 100 square miles of territory. The average cost of construction was \$83,700 a mile.

The first twenty miles of the Cairo and Fulton Railroad will be graded and ready for the ties by the 1st of September.

The amount of railroad bonds voted by the Michigan towns is \$4,072,275 80, of which \$361,400 has been issued to the companies.

A meeting has been lately held in Dutchess county, to agitate the extension of the railroad now in process of construction between Carmel and Lake Mahopac, in Putnam county, passing midland between the Hudson River railroad and Harlem railroad; from thence through the towns of Washington, Stafford and Milan, in Dutchess county; Gallatin, Taghkanic, Claverack, Ghent and Kinderhook, in Columbia county; and Schodack and Greenbush, to Albany.

The Troy Press says that work in the Bessemer Steel Works is more brisk than ever before. Fourteen "heats" are run out every twenty-four hours now, against twelve heretofore, making on the average seventy tons of steel per day. The manufactured steel goes to the Rensselaer Works where it is rolled into rails. There is great demand for steel rails on the Southern and Western railroads.

A part of section four of the Tax and Tariff law, recently passed by Congress, reads as follows: "That on and after the first day of October, 1870, the stamp tax imposed in Schedule B, on promissory notes for a less sum than one hundred dollars, and on receipts for any sum of money, or for the payment of any debt, and the stamp tax imposed in Schedule C, on canned and preserved fish, be, and the same are hereby, repealed."

The Vermont Freeman says that a competent engineer has been making preliminary surveys, preparatory to a locating and working survey of the Montpelier and Wells River road, from the depot in Montpelier southeasterly for some

The California and Oregon Railroad bas been finished fifty miles north of Marysville, and will be completed to Tehama about the first of September. The survey of the Oregon and California road has been made to the State line and graded to Salem.

The Toronto Monetary Times says that a committee consisting of Sir Francis Hincks, the Hon. Mr. Aikins, and the Hon. Mr. Morris, has been appointed to consult with the Government of Ontario in reference to the construction of a railway between Fort William and the Pacific. It is expected that Ontario will appropriate a por_ tion of her public lands towards this great enter-

The Cecil Democrat says that the Philadelphia, Wilmington and Baltimore Railroad Co., are removing the iron rails from the track in the vicinity of Elkton, and substituting steel ones. Experience has proven that though steel costs more, its greater durability renders it cheaper in the end.

RENSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Eclence. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

RAILS.

3,000 tons 56 lbs. Fish bar pattern.

2.500 " 50 lbs. Now in yard and to arrive soon for sale by

PERKINS LIVINGSTON & POST. 31 New Street.

THE NEW JERSEY STEEL AND IRON COMPANY. TRENTON, N. J.

And 17 Burling Slip, NEW-YORK, Would call spe

Acknowledged by all who have used it to be the best material now made for

Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles, And all the finer machine purposes, such as

Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its Remarkable Toughness, its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many user.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAIL-ROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico No. of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and lay-ing cross ties from Guaymas to Hermosilla, a distance of 801/2 miles.

The proposals must be handed in on or before the first day of November next, and be made for sections and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company re-serves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M. JOSEPH BRITTON. WM. H. DEGROOT, WM. B. MAXSON, Executive Committee.

CANADA AIR-LINE RAILWAY COMPANY.

The Directors of the Canada Air Line Railway invite tenders for the construction of their Line. Plans and specifications for the section from Glencoe to Aylmer will be on exhibition at the office of the Chief Eugineer, G. L. REID, Esq., Hamilton, from the 22d August next.

All offers must be in the hands of the undersigned before the second day of September next, marked "Tenders for Construction of Canada Air-Line Railway.

JOSEPH PRICE, Secretary, HAMILTON, Ontario, 25th July, 1870.

To Railroad Companies.

AN ACTIVE, ENERGETIC BUSINESS MAN, with thirty years experience, and a good knowledge of General Merchandise—who has made the art of Buying an especial study—and who thoroughly understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment. Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.

Address, P. O. BOX, 480, Wiimiegton, Del.

ST. JOSEPH AND DENVER CITY

Railroad Company.

PRESIDENT'S OFFICE. ST. JOSEPH AND DENVER CITY R. R. Co. St. Joseph, Mo., August 1st, 1870.

THE INTEREST AND COUPONS on the FIRST MORTGAGE EIGHT PER CENT. GOLD BONDS, of the St. Joseph and Denver City Railroad Company, DUE AUGUST 15TH, 1870, will be PAID IN GOLD at the Farmers' Loan and Trust Company of the City of New York, on and after that date, free of tax. GEORGE H. HALL, President.

NEW YORK AUGUST 1ST 1870.—The Firm of SMITH, GOULD, MARTIN & CO. is this day dissolved by mutual consent. Either party will sign in liquidation. HENRY N. SMITH, JAY GOULD, HENRY H. MARTIN,

JAMES B. BACH.

IMITED PARTNERSHIP .- This is to certify, La that the subscribers have formed a limited Partnership, pursuant to the provisions of Title 1, Chapter 4, Part 2, of the Revised Statutes of the State of New York, and of the several acts amendatory thereof, for the transaction of lawful business within the State of New York, to be conducted under the name or firm of WILLARD, MARTIN & BACH. The general nature of the business intended to be transacted is the STOCK BROKERAGE BUSINESS, wholly on COMMISSION, including the buying and selling, on commission, of stocks, bonds, gold and securities. The names of all the general and special partners interested therein, and their respective places of residence, are as follows: General partners, Edward K. Willard, Henry H. Martin, of the city of New York, and James B. Bach, of the city of Brooklyn, in the State of New York; special partners, William M. Tweed, Jay Gould and Henry N. Smith, all of said city of 'New York; the amount of capital which each special partner has contributed to the common stock is as follows: William M. Tweed, one hundred thousand dollars, in cash; Jay Gould, one hundred thousand dollars, in cash, and Henry N. Smith, one hundred thousand dollars in cash; the partnership is to commence on the first day of August, 1870, and will terminate on the thirty-first day of July, 1875.

HENRY H. MARTIN,
JAS. B. BACH,
JAY GOULD,
WILLIAM M. TWEED,
HENRY N. SMITH, General Partners.

Special Partners.

[U. S. Rev. Stamps, 10c. cancelled.]

THE UPRIGHT PATENT TRUNK



Does not have to be removed from the wall to open it. In-stead of trays to lift out, it is arranged with drawers made very light and stronger It is much stronger as only a small por-tion opens whereas ras only a small por-tion opens, whereas in the old style the whole top comes off. The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO., No. 6 Barclay Street,

next door to the Astor House.

RAILROAD IRON.

2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale

DANAS & LITCHFIELD, 18 William street, New York, JOHN F. TANNER.

H. H. WALKER.

INO. McANERNEY, JR.

TANNER, WALKER & MCANERNEY, 63 BROADWAY, NEW YORK, DEALERS IN RAILWAY SUPPLIES.

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies. SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

THE CELEBRATED

Cold Rolled Shafting.

THIS SHAFTING IS IN EVERY PAR-L * ticular Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

UNITED STATES Iron & Steel Bridge Co.

Wrought Iron Plate Beams, FOR BUILDINGS.

WROUGHT IRON DOCK GATES And Lock Gates for Canals, No. 40 and 42 Broadway,

NEW YORK,

L. KIRKUP, Chief Engineer.

M. B. MASON, Secretary

AGENCY OF THE Bank of British North America, 17 NASSAU STREET.

Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates; also, cable Transfers.

Transfers.

Demand Drafts on Scotland and Ireland, also on Canada,
British Columbia and San Francisco. Bills collected, and
other Banking Business transacted.

JOHN PATON,
ARCH. McKINLAY,
Agents:

JOHN J. ROBERTS.

ENGLISH AND AMERICAN

IRON AND STEEL RAILS.

Delivered in New York & other markets in the U. S.

Railroad Supplies of all descriptions. STREET RAILS & CARS

Old Rails, Metals, &c., Bought & Sold. 218 PEARL STREET, Opposite Platt St., NEW YORK CITY,

STEEL STAMPS, NAME PUNCHES, Letters & Figures, Brands for Burning, &c., For Railroads, Machinists, Engineers, &c.

ROBERT ROGERS, Stamp Cutter, 26 Spruce Street, S. E. Corner William, New York. Orders by mail promptly answered.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

RITCHIE & BOYDEN, 15 R. R. Avenue, Newark, N. J., Opposite Market st. Depot.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues-from 1[‡] to 10 inches outside diameter, cut to Flues-from 1: definite lengths.

Wrought Iron Welded Tubes—from inches inside diameter, with serew and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe-11 to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc. PHILADELPHIA:

(7) SEVEN PER CENT. City of New York Stock,

Twenty Years to Run, Exchanged for U. S. Government 6s,

G. K. SISTARE,

24 NASSAU STREET. NEW YORK.

CHARLES COLLINS,

High & Low Pressure STEAMBOILERS

TANKS, OIL STILLS, ETC., 60 John St., Brooklyn, near Bridge St. Particular attention to Jobbing.

DEPARTMENT OF DOCKS, 346 AND 348 BROADWAY, NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the centaric of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

port.
Said plans will be received until September 15, 1870.
Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in that trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests.

Plans should be accompanied by all necessary docu-

Plans should be accompanied by all necessary docunents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY,
Commissioners of the Department of Docks.

VOSE, DINSMORE & CO.,

National Spring Works, 1 Barclay St., New York. 15 La Salle-St., Chicago, MANUFACTURERS OF

RAILWAY CAR SPRINGS



The Original Standard Volute Buffer Spring.

-All others are Infringements. Patented.



Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs
Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

LIAM BUTCHER STEEL

OF PHILADELPHIA, PA.

SAMUEL HUSTON, Pres't. WM. BUTCHER, Gen'l Supt. H. P. RUTTER, Sec'y & Treas.

407 Walnut St., Philadelphia. OFFICES: \ 59 John Street, New York. (18 Custom House St., Boston.

CRUCIBLE CAST STEEL TYRES.

Axles, Fire Box and Boiler Plate,

REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

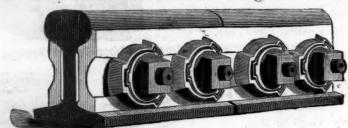
Special Tool Steel, Shafts, and all kinds of Steel Forgings,

WILLIAM TOOTHE.

GEN'L SALES AGENT,

P. O. BOX 3066, NEW YORK.

PRATT'S PATENT COMPENSATING FISH-JOINT.



VERREE & MITCHELL, IRON AND STEEL MANUFACTURERS, No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch. Refer to all the Leading Railroads in the Country.

Portable Railroad Company.





For Excavating and Moving Materials of all kinds; Manufacturers of

RAILROAD CONTRACTORS & RAILROAD COMPANIES,

OFFICE 42 BROADWAY, N. Y. Illustrated Circulars sent Free on Application. STATE RIGHTS FOR SALE.

PACIFIC MAIL Steamship Company's THROUGH LINE TO

California and

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco: First Class \$125 to \$170. \$60.

according to location of berth.

These rates include berths, board and all necessaries for Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH, except when those days fall on Sunday, then the day pre-

One hundred pounds baggage free to each adult. Medi-

One hundred pounds baggage free to each adult. Medicine and attendance free.

Aug. 20, ARIZONA, CAPT. GRAY, connecting with the MONTANA, CAPT. PARKER.

Steamer JAPAN, will leave San Francisco Sept. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, August 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on THURSDAY, August 18, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

EDWARD W. SERRELL, CIVIL ENGINEER.

78 & 80 BROADWAY, NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

J. MILTON HAGY. Iron Commission Merchant,

And Contractor for

TIMBER AND OTHER RAILROAD SUPPLIES, 512 Walnut Street, PHILADELPHIA. RAILROAD CROSS TIES.

STAINED GLASS. SHARP

GLASS STAINER, EMBOSSER AND ENAMELER

Car Builders and Railroad Companies, 147 & 149 E. 22d St., N. Y.

IMPROVED ALTHAM WATCHES.

 G^{et} the best, and buy where you can buy the cheapest.

Engineers, Rallroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$80. Ladies' Size, \$70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, PREK OF CHARGE.

H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby, MATHEMATICAL Instrument Maker, Street, Hempstead, Long Island N. Y